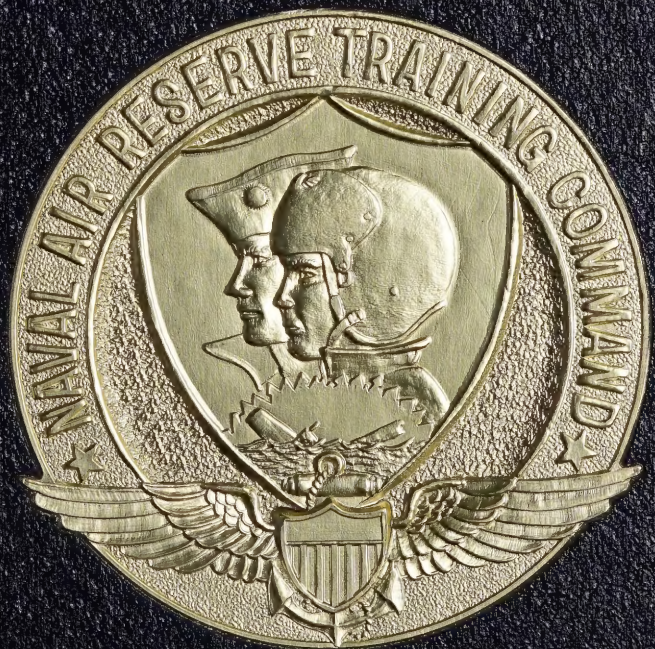
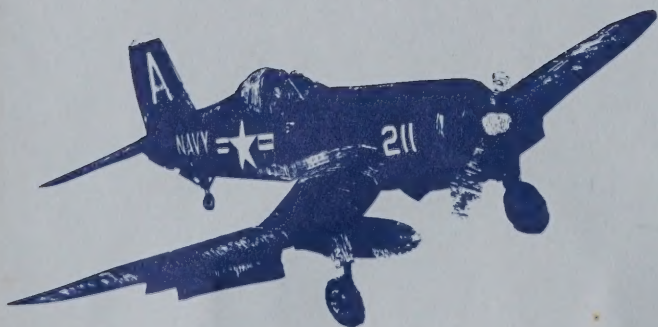
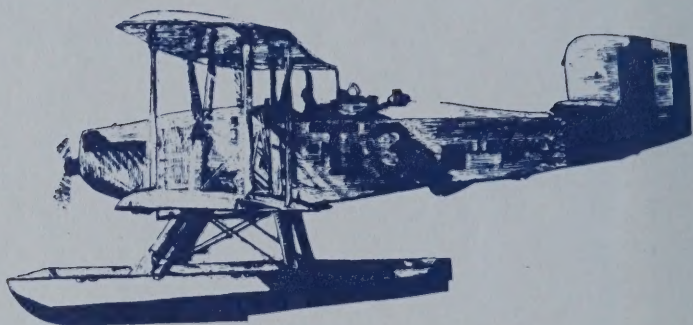


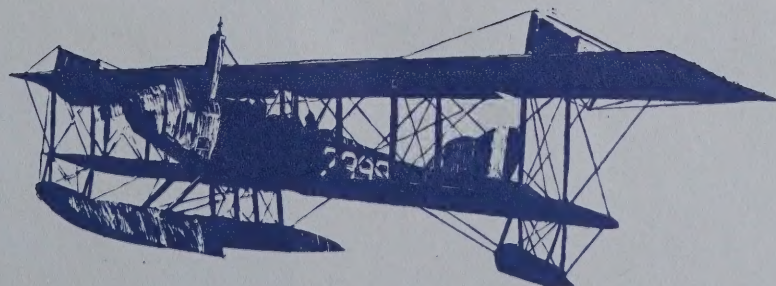
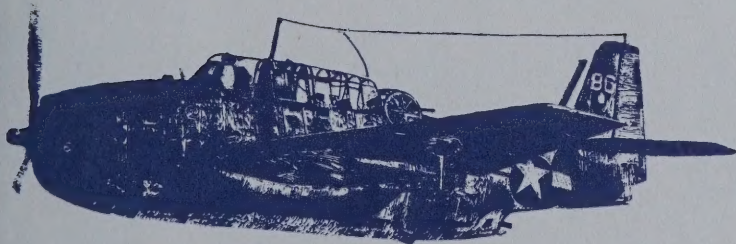
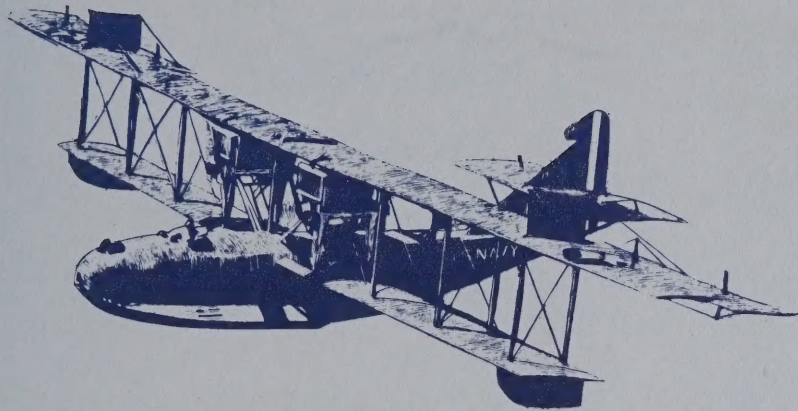
1916-1966









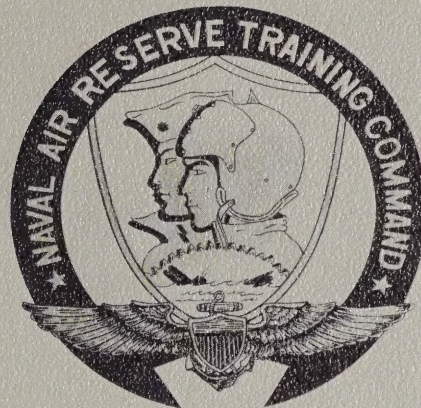








*W. A. Tate*  
CDR USNR-R



GOLDEN  
ANNIVERSARY  
1916 - 1966

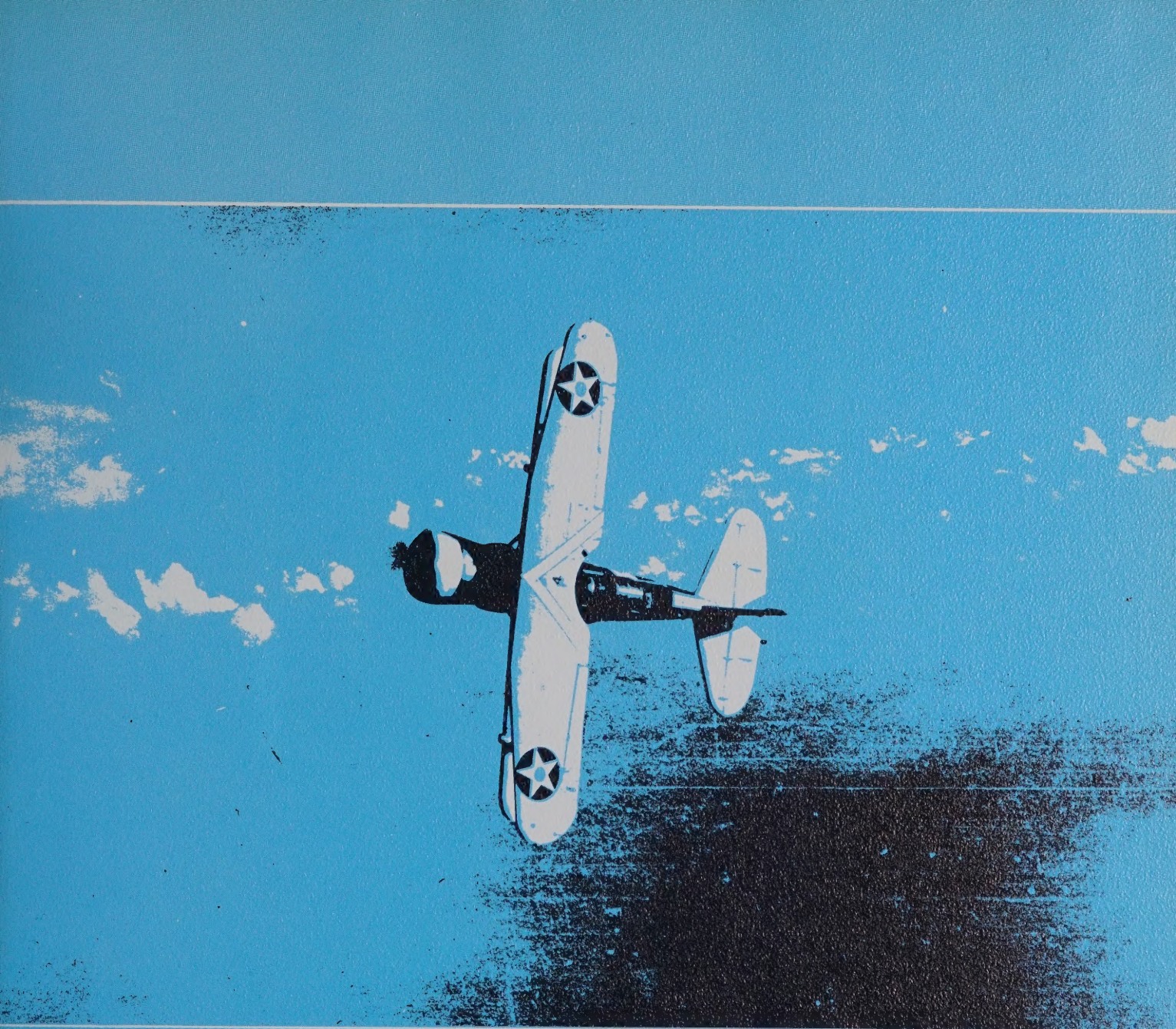
*A Tribute*





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*This book is respectfully dedicated to Rear Admiral Richard L. Fowler, USN, Thirteenth Chief of Naval Air Reserve Training. His faith in the strength and importance of the Naval Air Reserve led to the publication of this history. Admiral Fowler died as a result of injuries received in a fire in his quarters at NAS Glenview on 18 January 1967 while this book was being printed.*





Rear Admiral R. L. Fowler





## CHIEF OF NAVAL AIR RESERVE TRAINING

America has always been able to rely upon the quality of its men and women. Today, in the highly complex technical Navy, an additional ingredient is required if American men are to assist in an emergency. The state of their training is a vital factor if men from the homes, factories, and farms are to contribute to the power of the fleet, in time of need.

The Naval Air Reserve, for the past fifty years, composed of American men and women of the highest quality and ideals, has been a trained and ready, citizen-sailor insurance policy for the nation.

The Naval Air Reserve has an enviable record of combat readiness, and its personnel are truly professionals. It has been my privilege to be the Chief of Naval Air Reserve Training during the 50th Anniversary of the Naval Air Reserve. Every American can be justifiably proud, as I am, that our country produces such men and women.

This book tells an important story - A story of an organization not always recognized by the professional military or by the civilian world - A story of men with foresight who conceived, fought for, and who nourished the Naval Air Reserve with conviction and purpose.

Handwritten signature of Richard L. Fowler in blue ink.

RICHARD L. FOWLER  
Rear Admiral, U. S. Navy

# The Admiral's Message



# MISSION



## CHIEF OF NAVAL AIR RESERVE TRAINING



★ **Maintain Naval Air Reserve personnel in a state of training readiness and availability for immediate mobilization**

★ **Direct and coordinate the recruiting of Naval Aviation Officer Candidates**

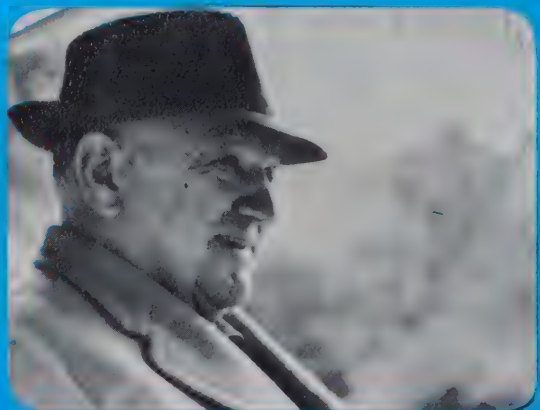
★ **Furnish logistic support for the Marine Air Reserve Training Command**

★ **Support such flight operations of the regular Navy and Marine Corps as directed by the Chief of Naval Operations**





*Honorary Naval  
Aviator Number One*





# FOREWORD

Looking back fifty years when the First Yale Unit began flying, we marvel at the progress that has been made. We used to make what we thought were bold predictions as to the potentials of aviation, but what has actually happened has made these words seem feeble. Now we have come to the supersonic jets that span an ocean or a continent in a matter of a few hours; today we find air power a vital part of our national defense and the Naval Air Reserve an integral and essential part of the greatest Navy in the world.

The Naval Air Reserve is not only an instrument of war, but very definitely also a symbol of peace; let us be thankful that these young men and women always stand ready to defend the principles of freedom against the forces that endeavor to enslave the minds of men. They served with great honor and distinction throughout World War I, World War II, Korea, in the Berlin and Cuban crises, and today in Viet Nam. Its pilots and crews flew missions of mercy during the Berlin airlift and during times of disaster where help was needed.

Today we salute these brave men and women; may they ever maintain the high morale traditional in their service; may they never allow their idealism to fade wherever they may be serving, protecting the rights and liberties of a world yearning to breathe free, or relieving the suffering of the unfortunate.

Those who flew in the Naval Air Reserve half a century ago hand you the torch, and we know that you will keep it burning brightly.



F. Trubee Davison  
Locust Valley, N. Y.





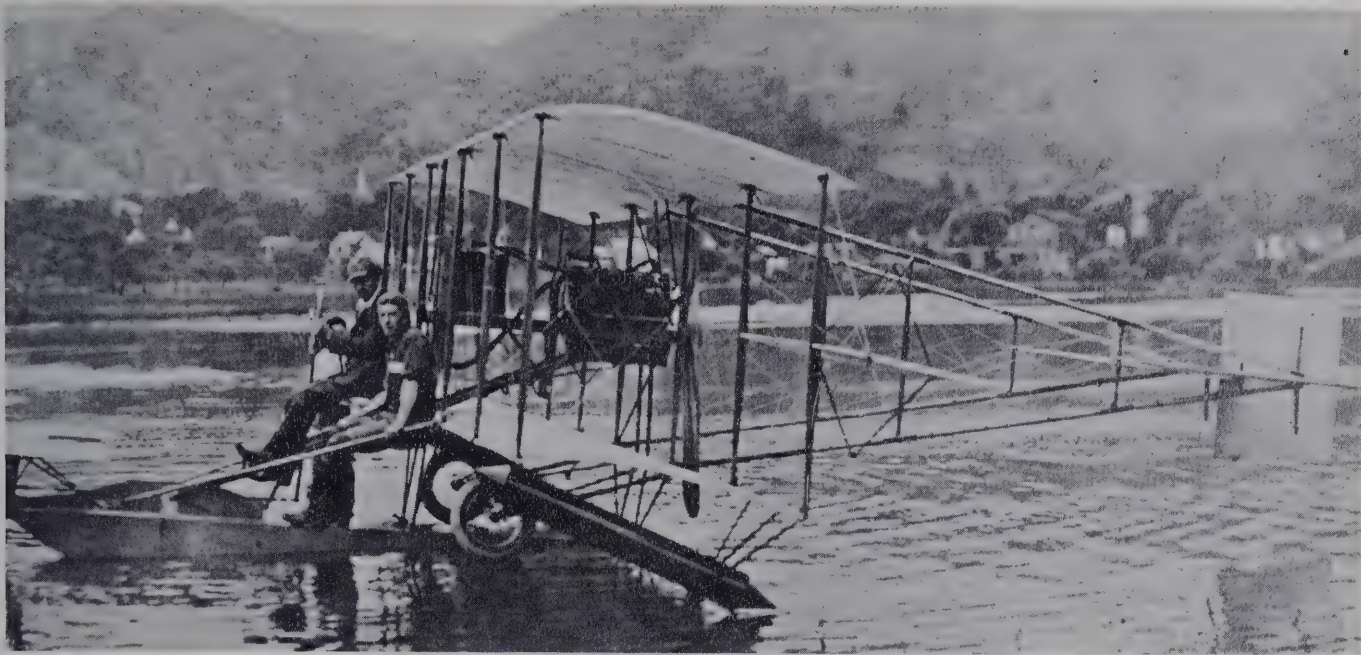
The first Naval aircraft was built by Glenn Curtiss. It was a pusher-type called "The Triad" and was delivered to the Navy in 1911.



## *The Early Years And World War One*

Golden Anniversary 1916-1966





Glenn Curtiss instructs first Naval Aviator.

Lt. T. C. Ellyson was the first Naval officer to be designated a Naval Aviator. He received his instruction from one of the pioneers of the aviation industry, Glenn H. Curtiss. Lieutenant Ellyson passed on his flying skills to Lt. John H. Towers, the third Naval Aviator. Lieutenant Towers was to play a role in the activation of the Naval Reserve Flying Corps.



Ellyson and Towers



The feasibility of operating aircraft successfully off of ships of the Navy was proven by Eugene Ely. He made the first flight in a Curtiss bi-plane from the deck of the USS Birmingham at Hampton Roads, Va., 14 November 1910. In photo below, Ely lands on the deck of USS Pennsylvania in January 1911.

Eugene Ely, 1910







To qualify as a Naval Aviator, the following criteria were established for flight exams:

- At least ten hours solo time
- Perform a spot landing from 3,000 feet altitude, with engine idling, landing within 300 feet of designated spot
- Demonstrate ability to maintain a given course by flying a straight course between two objects not less than five miles apart in 15 to 20 mile per hour winds not more than four points forward or abaft the beam
- Fly successfully in bad weather
- Accomplish a 90-minute solo flight in vicinity of the air station





Trubee Davison and members of the First Yale Unit with their flying boat, "The Mary Anne."

## THE FOUNDERS





1916 version of Burgess-Dunn seaplane. The first swept wing appeared in 1913 model.

Whenever the beginning of the Naval Air Reserve is discussed, one name and one unit crop up. Over the years, the name and the unit have been so closely associated that they are almost one. The unit-- The First Yale Unit. The name--F. Trubee Davison--.

Davison was the leader, the organizer, the dreamer, the realist, who, in 1916, gathered around him eleven other eager contemporaries. Together they were to go on to fame. For the First Yale Unit was the precursor of today's mighty Naval Air Reserve. The Yale Unit owned its own plane and paid all expenses incident to flight training. As the members became more and more proficient, they repeatedly volunteered their services to the United States Navy to assist in coastal patrol activity necessitated by the growing German submarine menace. Finally, their services were accepted and they became Aerial Coast Patrol #1. Work-

ing closely with the fleet, they repeatedly demonstrated their value as aviators when on patrol.

Lt. John Towers was instrumental in getting Trubee and his group to join the newly activated Naval Reserve Flying Corps. On 24 March 1917, 13 days before the U.S. entry into World War I, they enlisted en masse.

Several other Yale units were formed along with one at Princeton and one at Harvard. But Trubee had been first - the one that led the way.

When war broke out, members of the First Yale Unit were split up. Some went on to instructor duty at the various pilot training schools the Navy opened; others to combat. Their previous training was to stand them in good stead in the wartime activities.



## **THIS LETTER . .**

...from one of the members of the original Yale Unit describing the action during World War I that won him the British Distinguished Flying Cross and the American Distinguished Service Medal, reflects the mood, the spirit, the devotion to duty and to one's comrades of the air, so typical of the World War I Knights of the Sky.



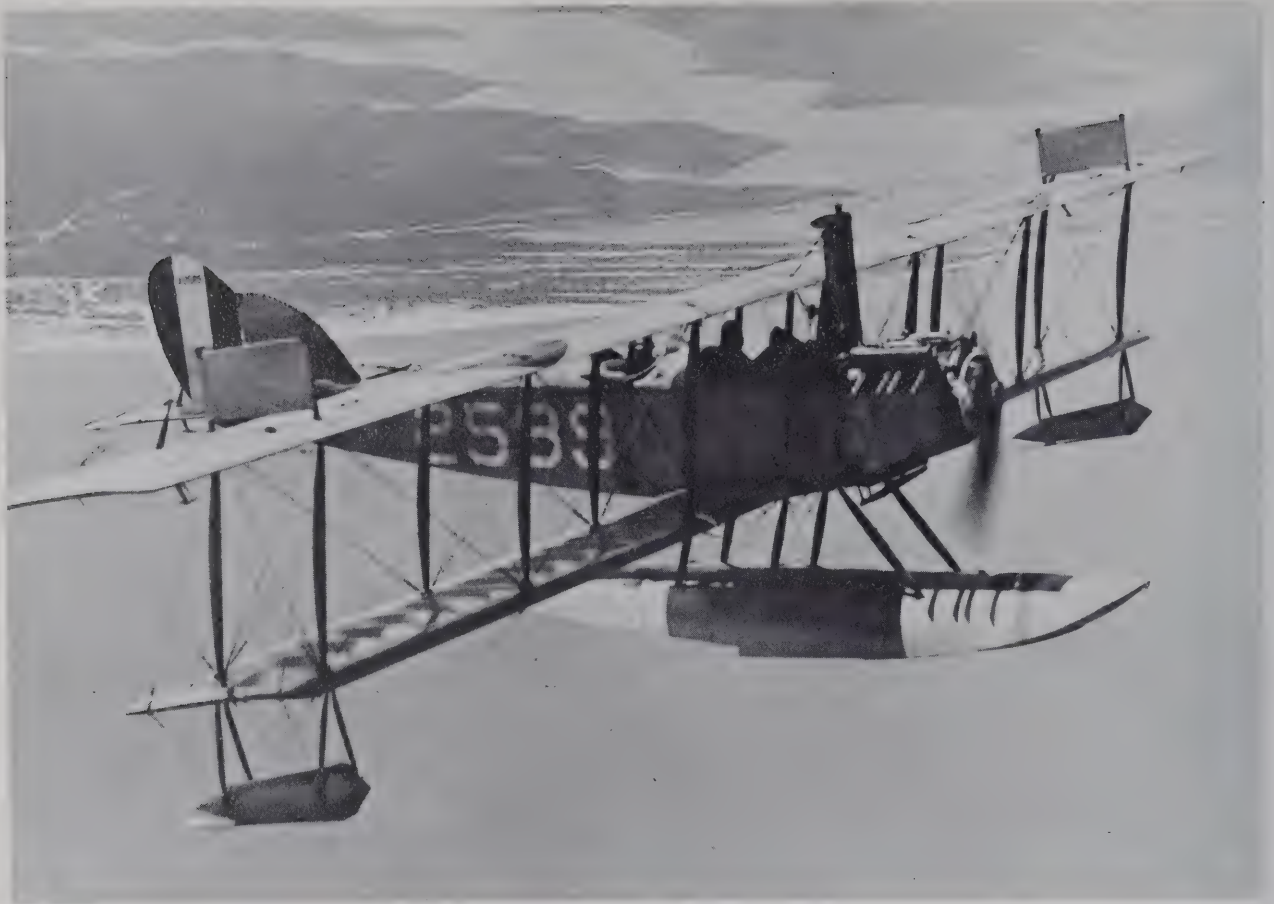
"When I looked around now I saw only three Fokkers at a distance, some of the bombers way off, and one "Camel" above. As we ought to do our duty, I turned after the bombers to keep near them and protect them.

The Fokkers flew about, but didn't come near. Soon the bombers started to return. One evidently had a poor motor and was below and behind the rest. I saw two of the Fokkers start for him, so I did too. One of them was directly behind shooting at the bomber from about 150 yards, the other somehow had got a little ahead and as far as I could see was doing nothing. I approached at right angles and decided that the first-named Hun was the most dangerous, fired at him from right. He immediately went down with smoke coming out of his machine, so I turned and started for the other Hun.

He could not have seen me, for I got within about thirty yards and then had a perfect shot at him. I don't know how I could have missed, for I almost ran into him. He turned over on his back and went into a spin. I watched him go until he got very near the ground, when I heard someone shooting and saw about three Fokkers coming up at me and shooting from about 300 yards' distance. I immediately dove and fired at the nearest.

They all split up and dove off in different directions, so I immediately turned and started after the bomber, who was hurrying toward the coast. . ."

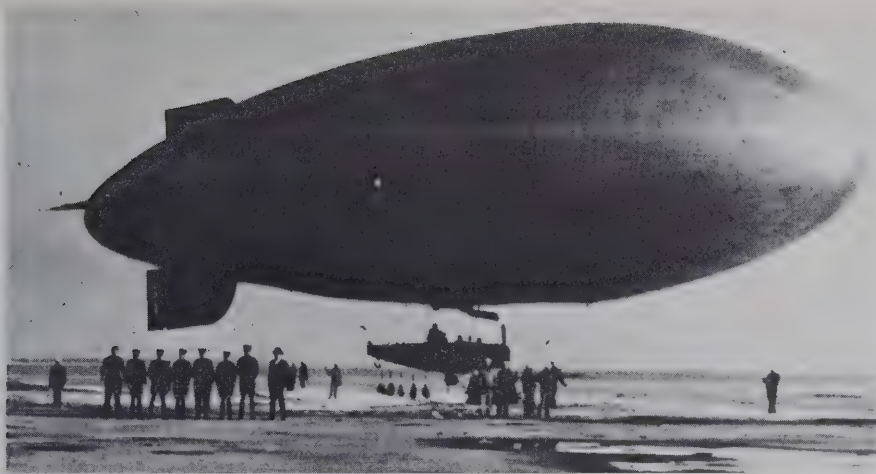




Curtiss N-9 Trainer.

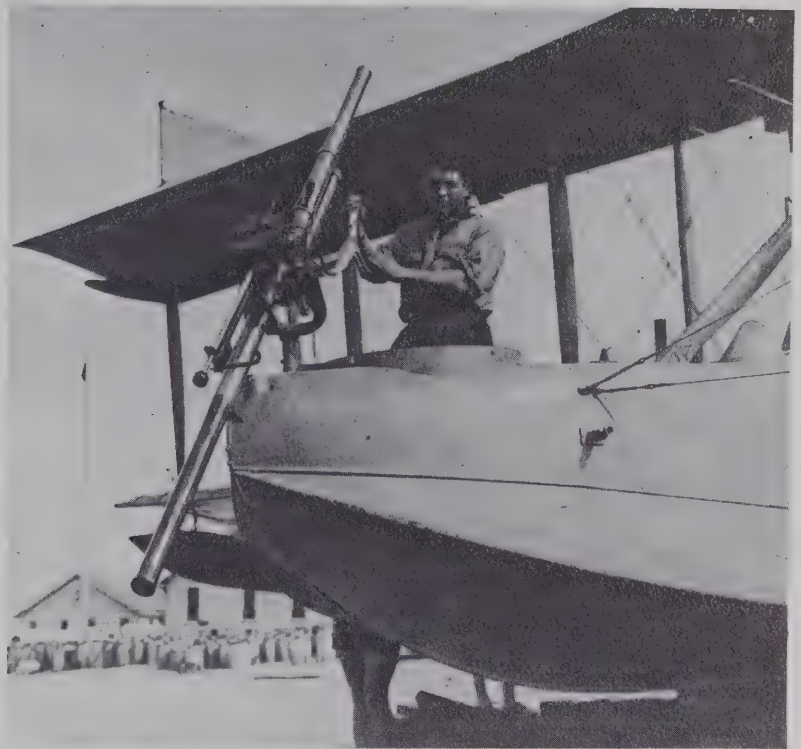
When war was declared, the United States Navy had 54 airplanes and one air station. There were 38 Naval Aviators and they were regular Navy. The Naval Reserve Flying Corps supplied the majority of the instructors employed at the training facilities around the country. The Navy unified a training command by incorporating the facilities utilized by the Naval Militia and the various Reserve Flying Corps Units. This was a far cry from the days when Trubee Davison and the Yale Unit went looking for work.





Blimps and flying boats were utilized for coastal patrol and convoy protection in combating the German submarine.

David recoilless gun built for anti-submarine warfare mounted on HS-1 Flying Boat.



Naval aircraft flew more than 22,000 missions and 8,000,-000 nautical miles of war patrols. Twenty-five submarines had been attacked with 12 being sunk or damaged.

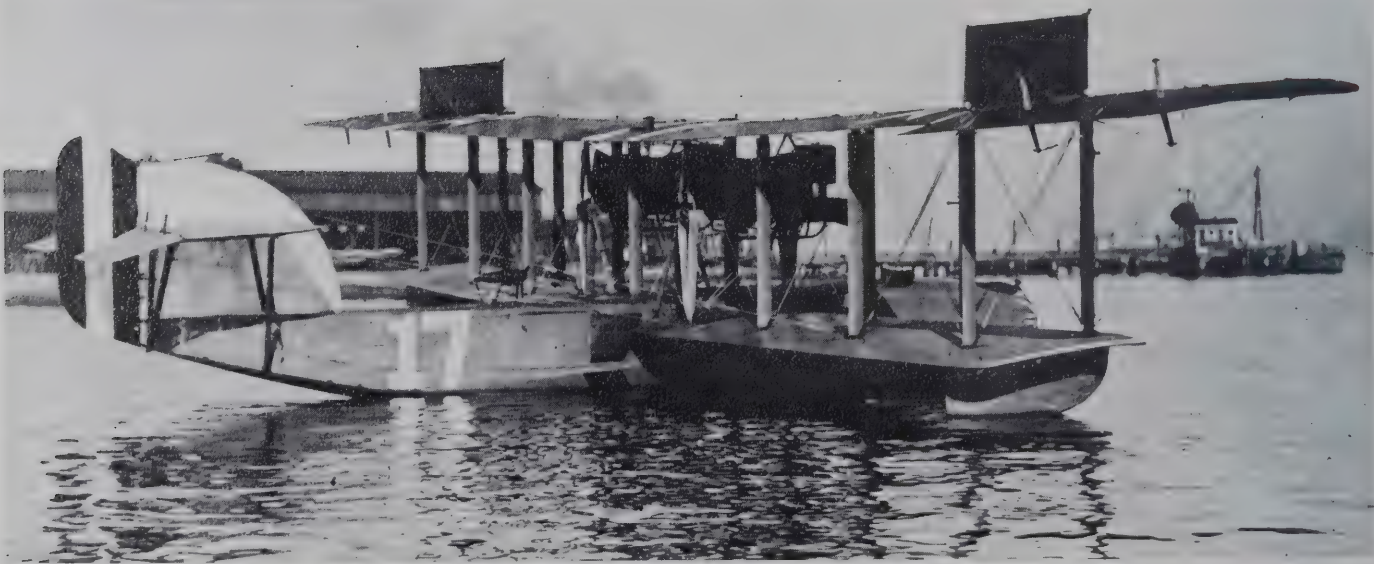
HS-2 dropping bombs.





A DH-4 plane of Northern Bombing Group.

The Northern Bombing Group was formed to attack the German and Austrian submarine pens at Pola, Ostend, Bruges and Zeebrugge. Bombing was carried on day and night. The mission of the group was expanded later to include offensive operations against enemy troops.



FL-5 Flying Boat.





Curtiss R-9 outfitted as torpedo plane.

In combat, members of the Naval Reserve Flying Corps established an impressive record. Among their various accomplishments, these stand out:

Lt. H.T. Stanley was the first Naval Aviator to be credited with the destruction of a German submarine.

Ensign Stephen Potter was the first Navy pilot to shoot down an enemy aircraft.

Lt. David S. Ingalls, a member of the First Yale Unit, and who was to serve as Assistant Secretary of the Navy for Air from 1929 to 1932, was the only World War I Naval Aviator to become an Ace. He was credited with shooting down four German planes and at least one observation balloon in a six week period.

Only one Naval Aviator was awarded the Congressional Medal of Honor during World War I. He was Ensign Charles H. Hammann a member of the Naval Reserve Flying Corps.

Many Naval Aviators lost their lives in combat during the great war, the first was Ensign Albert D. Sturtevant, an original member of the First Yale Unit.





Assistant Secretary of the Navy, Franklin D. Roosevelt, climbs aboard at Pauillac, France.





Members of Northern Bombing Group.

As of 11 November 1918, Naval Aviation had a strength of 37,407 of which 30,694 were Reservists. Eighteen thousand officers and men had been deployed to 28 overseas bases in England, France, Ireland and Italy. Of the 1,656 Naval Aviators on board, more than 1,500 were Reserves. Four thousand student pilots were undergoing training. The vast expansion in such a short time was directly attributable to the Naval Reserve. This large Reserve force was to be quickly depleted by mass demobilization shortly after the signing of the armistice. ■





Thomas-Morse Scout



Golden Anniversary 1916-1966

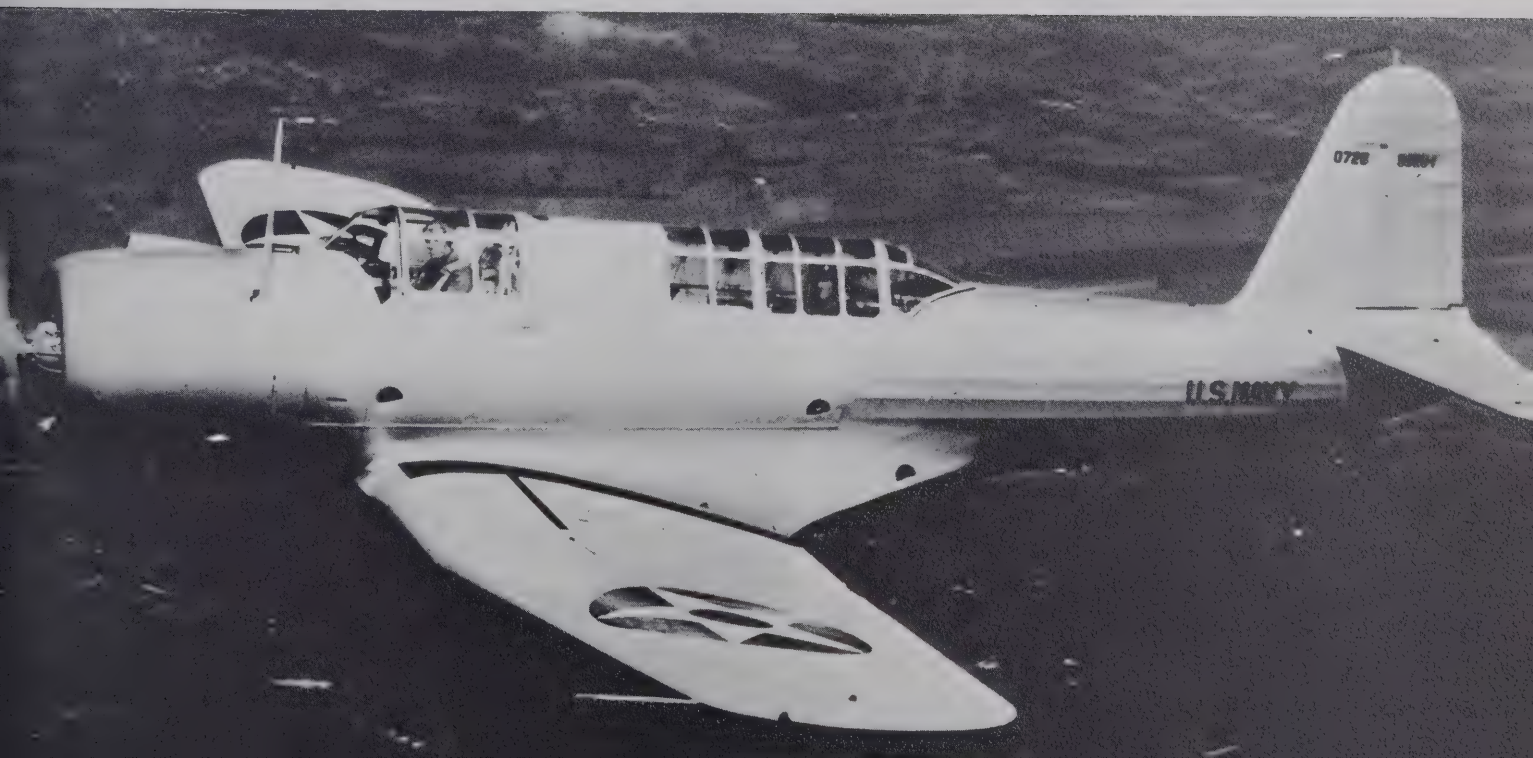
# *The Lean Years*

*From 1918 through the  
Thirties, Armistice to  
Blitzkrieg*



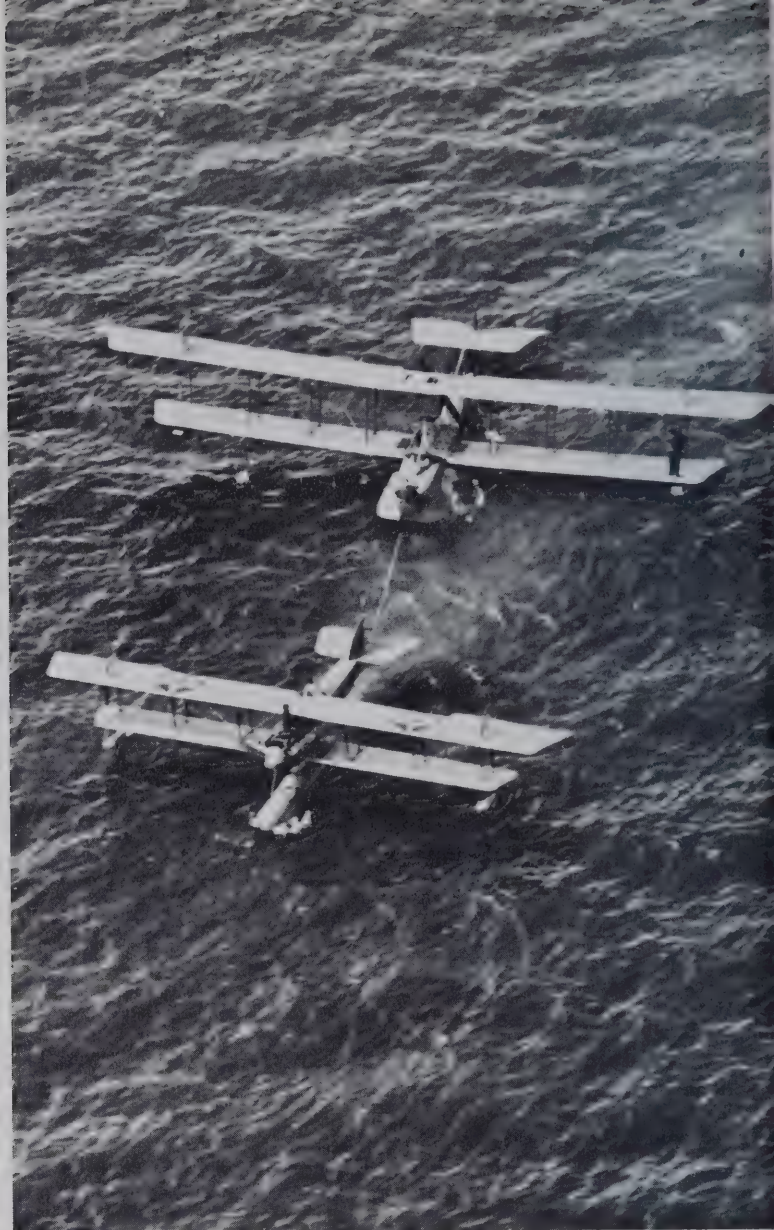
The last chorus of "Over There" faded into the din of the victory cheers—and Americans did not recognize their new heritage of international responsibility—they sought a rapid return to pre-war isolationism.

Vought-Sikorsky SB2U-1 Scout-Bombing plane.





Mass demobilization was what the nation wanted when the war ended. In less than a year, more than 24,000 officers and 286,000 enlisted men had been released from active duty. The 500 Reserve officers remaining on board became regulars. Although some efforts had been made to organize a Reserve force, the mood and feel of the times swept the efforts aside. After all, we had just won "the war to end all wars." By 1923, the Naval Reserve Flying Corps was completely inactive -- but a few men of vision had the courage to remember -- and to look ahead.



N-9 Trainer towing HS2L Flying Boat.



Admiral Moffett was instrumental in the re-establishment of the Naval Reserve Flying Corps. The comprehensive program he submitted to the Chief of Naval Operations was adopted and resulted in the Reserve bases at Squantum, Mass., and Fort Hamilton, N.Y., which were established in 1923. Dedicated to the cause of Naval Aviation and an effective Air Reserve, Admiral Moffett was responsible for the re-association of many aviators from the war and the restoration of training of new Naval Aviators.



RADM William A. Moffett, first Chief of Bureau of Aeronautics, in 1921.



Four Curtiss N-9's were loaned to New York Aerial Police by Admiral Moffett with the understanding that the aviators flying the planes would join the Naval Reserve Flying Corps.





Early bombing trials. Ex-German ship, Ostfriesland, as target.





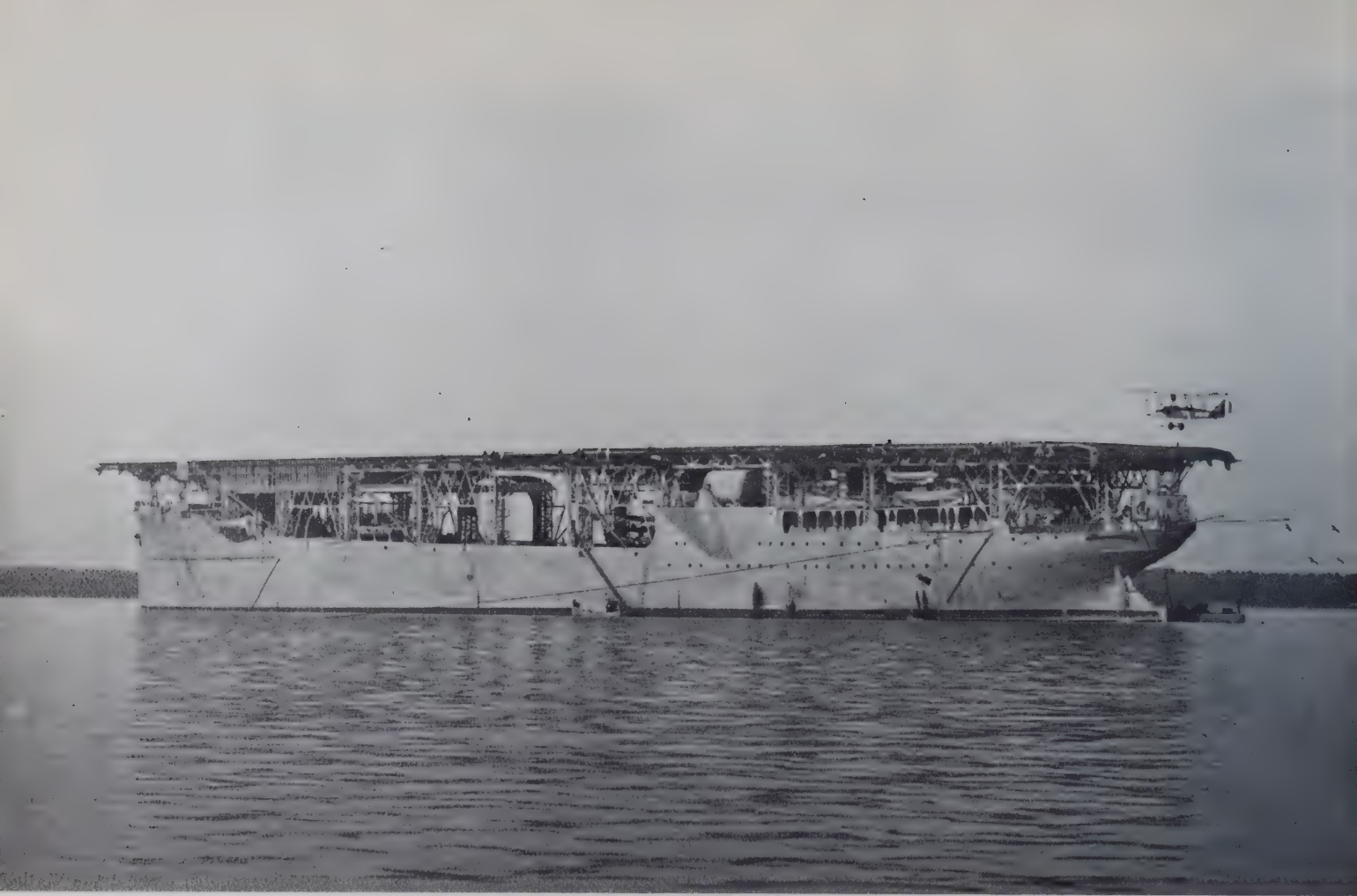
Despite the sinking of the ships, the results were not conclusive. However; those men of the Navy who were to become the pioneers of modern Sea-Air power gained a glimpse of the future through these tests.

Frankfurt sinking after bombing test.

USS Alabama burning after testing effects of phosphorus bombs.







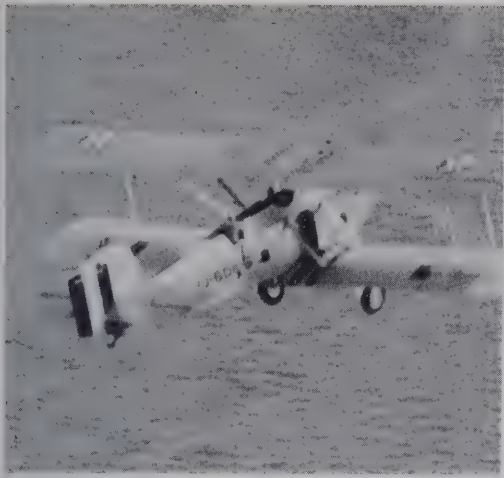
Aeromarine landing on USS Langley (CV-1)

During the "20's" the airplane was being adapted to fleet use. The United States Navy received its first aircraft carrier, the USS Langley (CV-1), when the collier, Jupiter, was converted by the construction of a flight deck and other minor modifications. In October 1922, the Navy performed its first carrier operations when LCDR V.C. Griffin made the first take off from the deck of the Langley in a VE-7-SF and LCDR E. De Chevalier made the first landing in an Aeromarine. During these years, dive-bombing was developed and the first torpedo plane for carrier use, the T3M-2, was received by the fleet.

As a result of the Washington Naval

Treaty, which was an attempt to limit Naval armaments, two battle cruisers under construction were converted to aircraft carriers. They were commissioned the USS Lexington (CV-2), and the USS Saratoga (CV-3) in 1927. The value of the airplane, and the extent to which it could become a vital part of Naval warfare were dramatically proven in the fleet exercises held in 1929. Aircraft launched from the Saratoga in a pre-dawn strike on the Panama Canal, "destroyed" the Minaflores and Pedro Migirel Locks without opposition from the defending forces. As a result, a tactical unit, built around the aircraft carrier, was introduced into fleet organization early in the "30's".



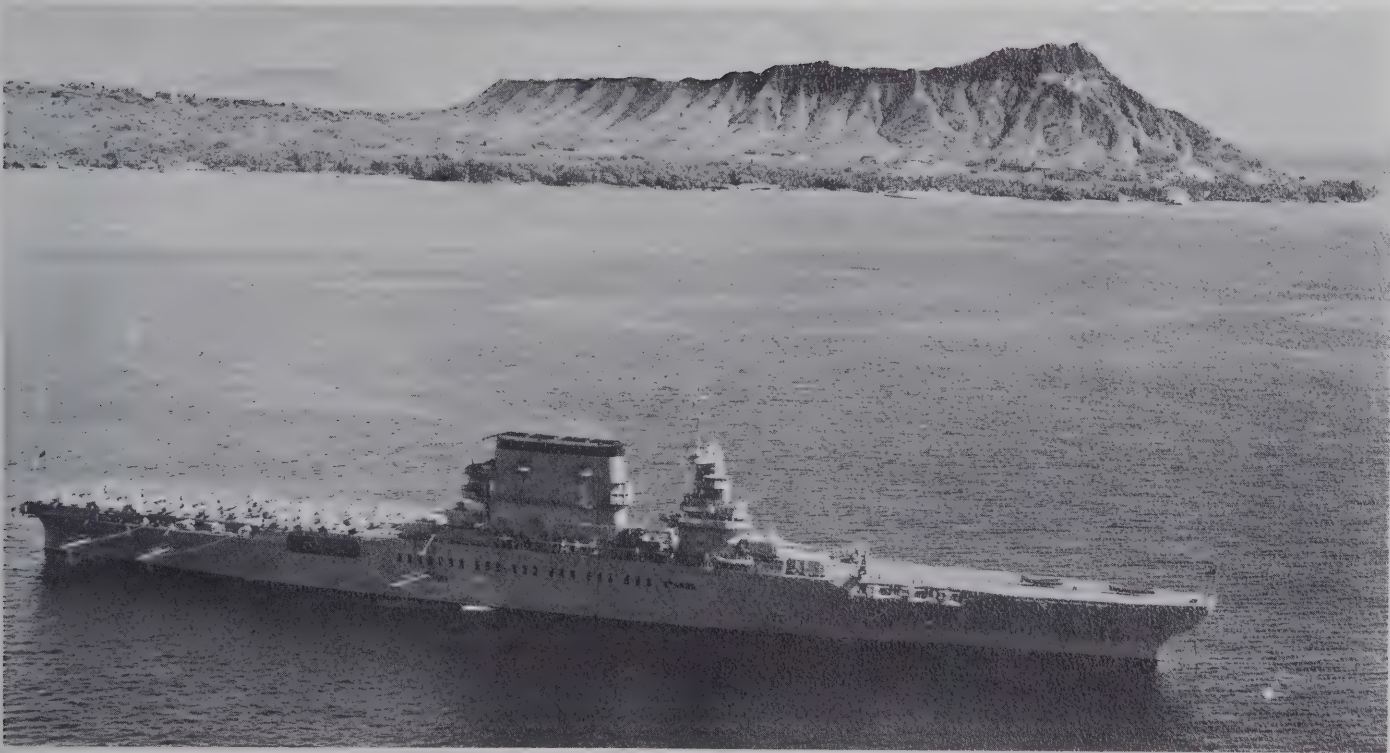


Martin T3M-1

# CARRIERS JOIN THE FLEET

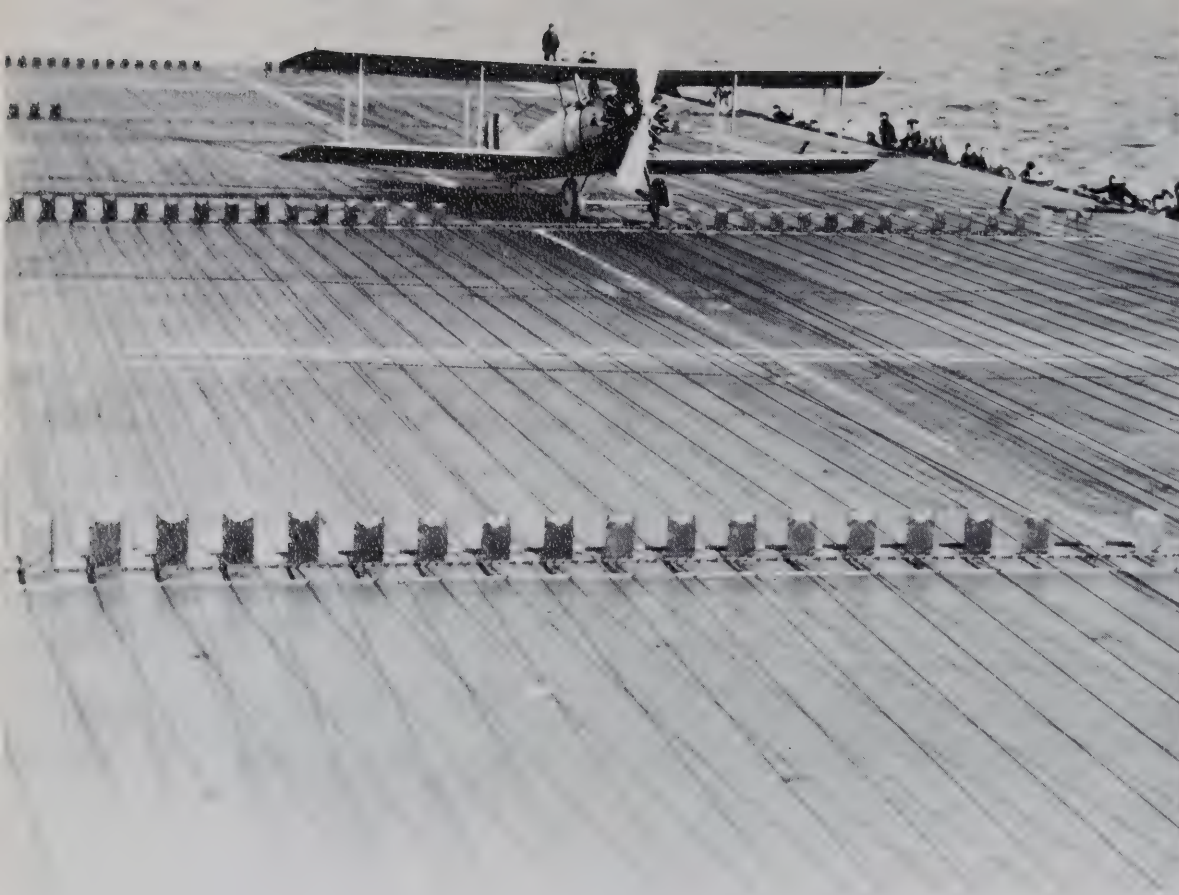


VE-7



USS Lexington (CV-2)





First landing on deck of USS Saratoga (CV-3). Pilot was LCDR Mark A. Mitscher in a Vought UO-1.

## **THE CLIMB BACK**



Martin T3M-1 Torpedo plane.



By the end of 1923, the third reserve base, with an allowance of six seaplanes, was established at Great Lakes, Ill. In 1924, the first reservists to be designated Naval Aviators since the war were commissioned as ensigns. These 33 young reservists had completed one summer of 45 days primary flight training at Squantum and Fort Hamilton and a second summer of advanced training at Naval Air Station, Hampton Rhodes, Va.

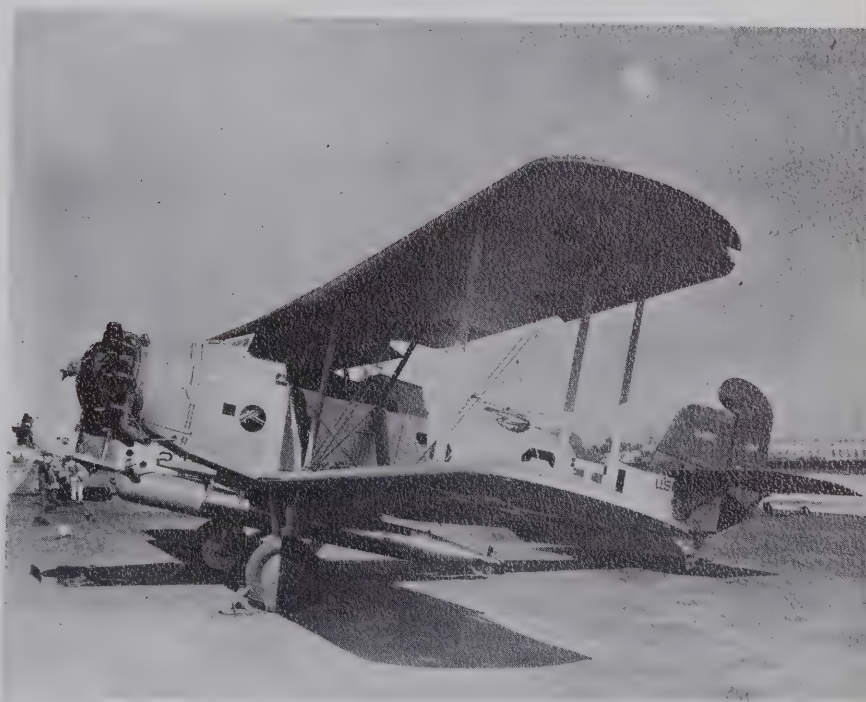
For the first time, limited funds were available, in 1924, for training enlisted members of the Naval Air Reserve.

At the end of 1925, another reserve base was established at Sand Point, Seattle, Wash.



Great Lakes TG-1 Torpedo plane.

TG-1.







Great Lakes TG-2.



TG-4, 1924.

The Naval Reserve Act of 1925 completely revamped the existing reserve force. A truly effective training organization was set up with aviation being part of the Fleet Naval Reserve rather than a separate class; this being in line with fleet structure. Plans called for an

organization of ten squadrons, each having four divisions. This number included three scouting squadrons and three bombing squadrons of 40 officers and 130 enlisted men each, and four fighter squadrons of 18 officers and 20 enlisted men each.





Navy-built PN-12, 1928 (also shown below).

Four-stackers of the mothball fleet can be seen at anchor in the bay at San Diego, Calif. The same fighting ships went to Great Britain's Navy prior to World War II through the Lend-Lease Program.



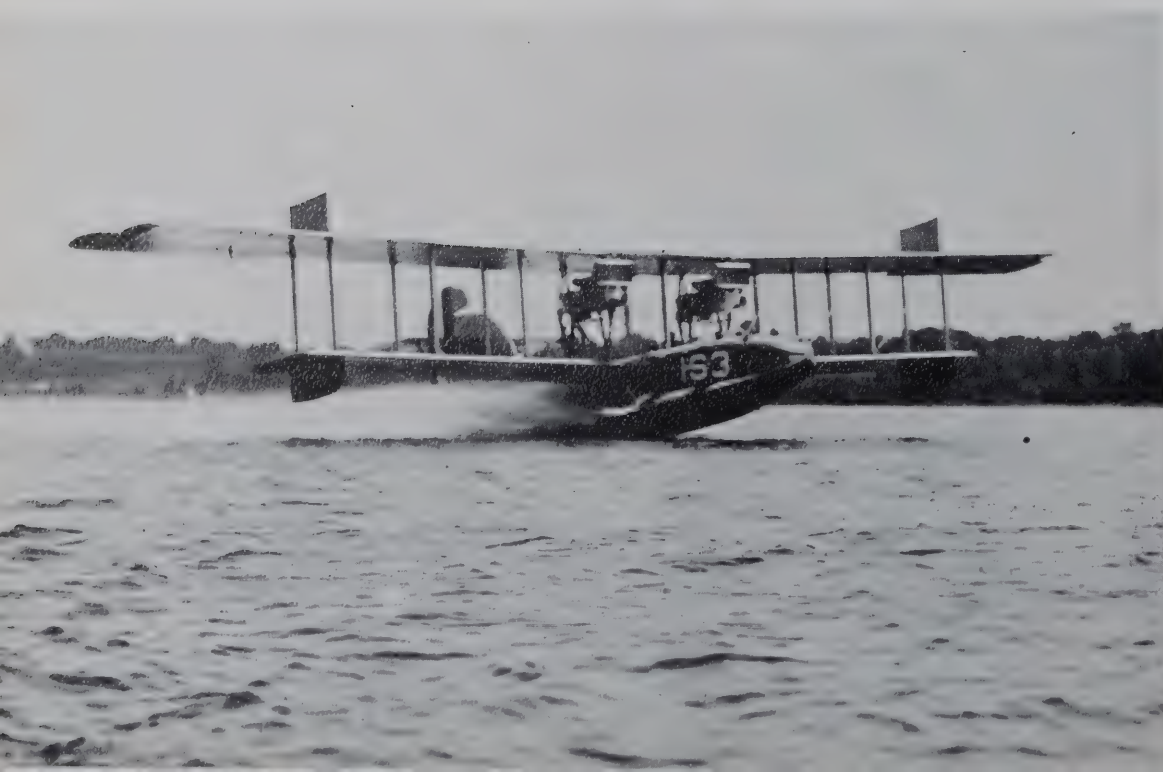


NY-1, Anacostia,  
November 1925.



Seventy new officers were commissioned in 1926 after preliminary training at reserve bases and advanced training at Hampton Roads. Early in 1927, 50 of the newly-commissioned ensigns were sent on a one year tour of active duty with the fleet. These men had been trained in N-9's and their lack of training in fleet-

type aircraft was evident and showed the necessity of sending all new aviators to Pensacola for basic flight training. From the beginning, training had been performed in seaplanes. Now, provisions were made for training in landplanes and for carrier qualification at Pensacola and San Diego.



FL5 taking off  
with student pilots,  
June 1926.



The five year expansion program enacted in 1926 provided for both officer and enlisted training of at least four hours per month with two weeks of active duty each year. The individual reservist was assigned to a squadron and his training was planned with mobilization in mind. From the ten reserve squadrons, the Navy intended to mobilize ground crews and operating personnel for 174 aircraft.



N2C-1 Trainer - NRAB, Long Beach.

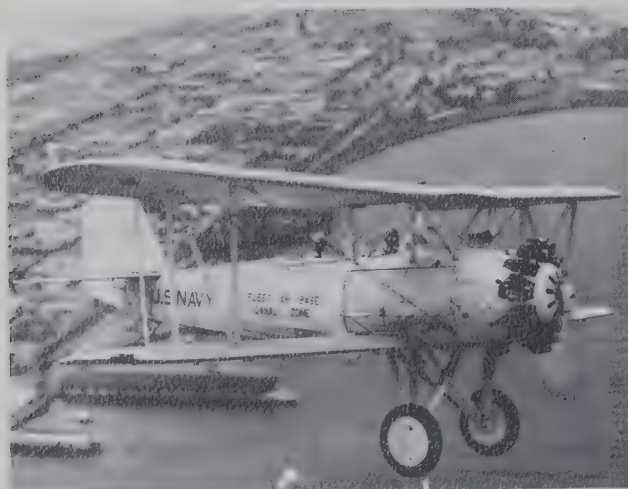


N2C-2





O2U-2, March 1932



O2U-3



O2U-1



O2U-1, June 1929



The reserve force continued to expand. By 1929 the reserve base at Oakland, Calif., was active. There were also squadrons at Long Beach, Calif., Gross Ile, Mich., Wold-Chamberlain Airport, Minneapolis, Minn., and NAS Anacostia, Washington, D.C. The Fort Hamilton squadron had moved to Rockaway Beach, Long Island. Every reserve squadron had NY-2's and the O2U-1 was showing up in the reserve's inventory.



Martin SC-1 Scouting Plane,  
September 1925.



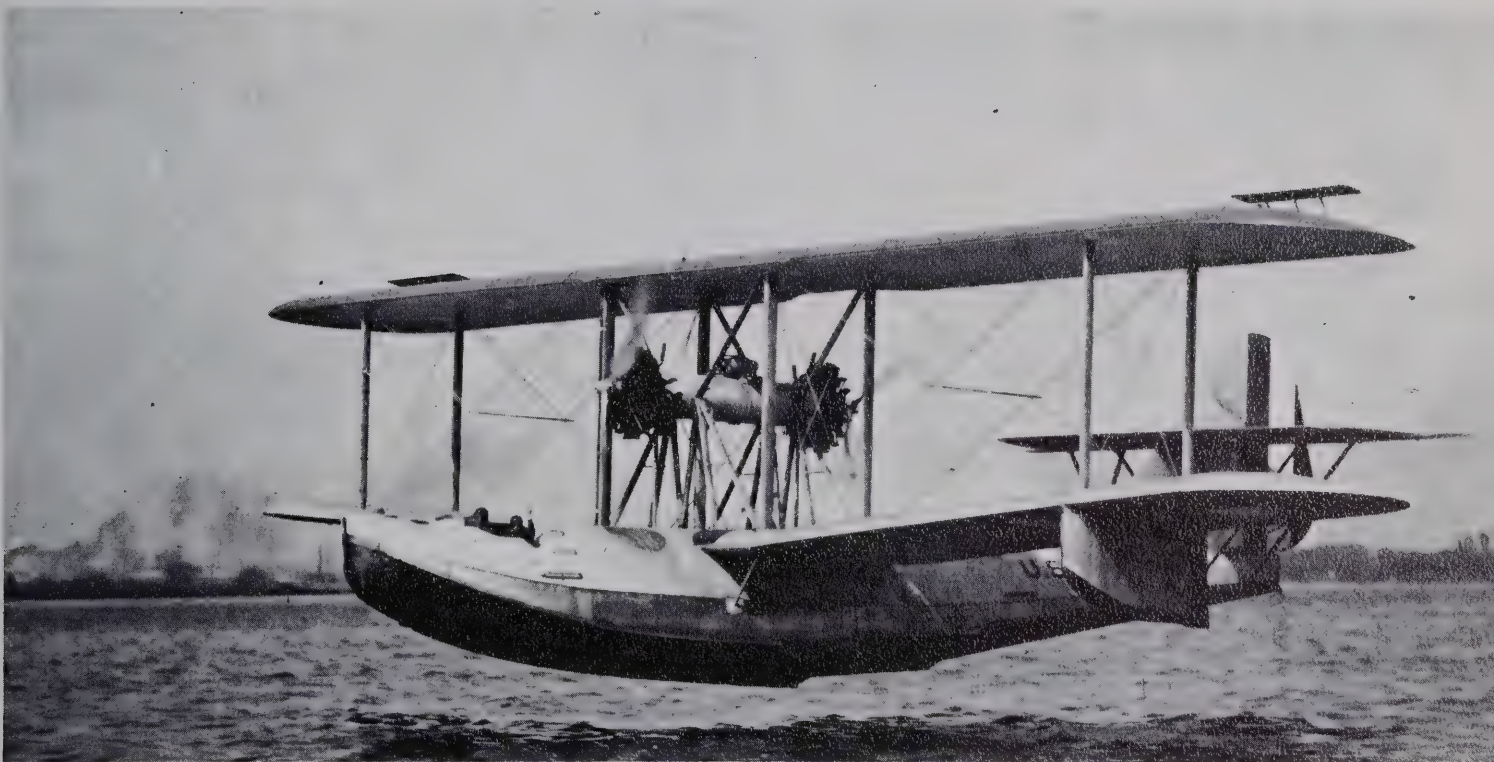
Martin SC-2, September 1926.



UO-1's in formation.

The end of the decade saw Admiral Moffett putting into effect another program to enlarge the reserve force. There now would be 12 reserve air stations with five additional squadrons. Four hundred fifty aviators for the fleet and 200 for the Marine Corps per year was the goal. After completing their one year active duty with the fleet, they then would come back to serve with the Naval Air Reserve. All of this was to be accomplished within five years.





Boeing XPB-2 Patrol Bombing Plane, April 1928.



Boeing F2B-1 Fighter, July 1928.

Despite the fact that the Naval Air Reserve was far below its authorized strength, very few reservists went to Pensacola for flight training in 1933. Of the small number graduating, only 14 were permitted to begin the one year tour of active duty with the fleet. In '34 no students went to Pensacola from the reserves. The number of flight hours logged at the Naval Air Reserve bases in 1934 was less than half of the number logged in the previous year. These were truly the lean years for the reserve. Even so, the dedicated few in Naval Aviation developed new tactics, new weaponry, and new aircraft.

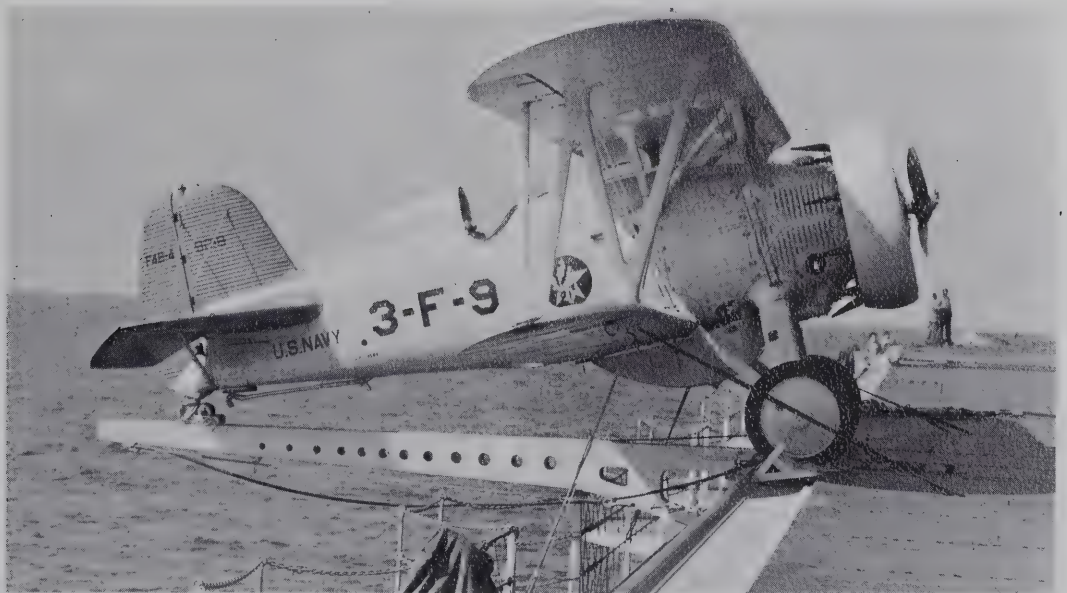




J2F-2



GH-1



F4B-4, August 1934

Admiral William V. Pratt, Chief of Naval Operations, redefined the role of Naval Aviation as an offensive force rather than a defensive one early in the thirties. The aviation industry, expanding rapidly, designed and brought into being truly effective aircraft fitted to this new concept. Combination scout-bombers were developed, especially the SBU, the SBC, and the SB2U. Late in the decade the T4M gave way to the TBD "Devastator" as the carriers' primary torpedo plane. The PBY "Catalina", of World War II fame, made its appearance and was the chief patrol plane in use in 1941. The OS2U "Kingfisher" was introduced and became the standard fleet observation plane. The F2A "Buffalo" was on board by the end of the thirties. One of the most famous fighters the Navy owned during this period was the F4F "Wildcat".



SBU-1, 1935



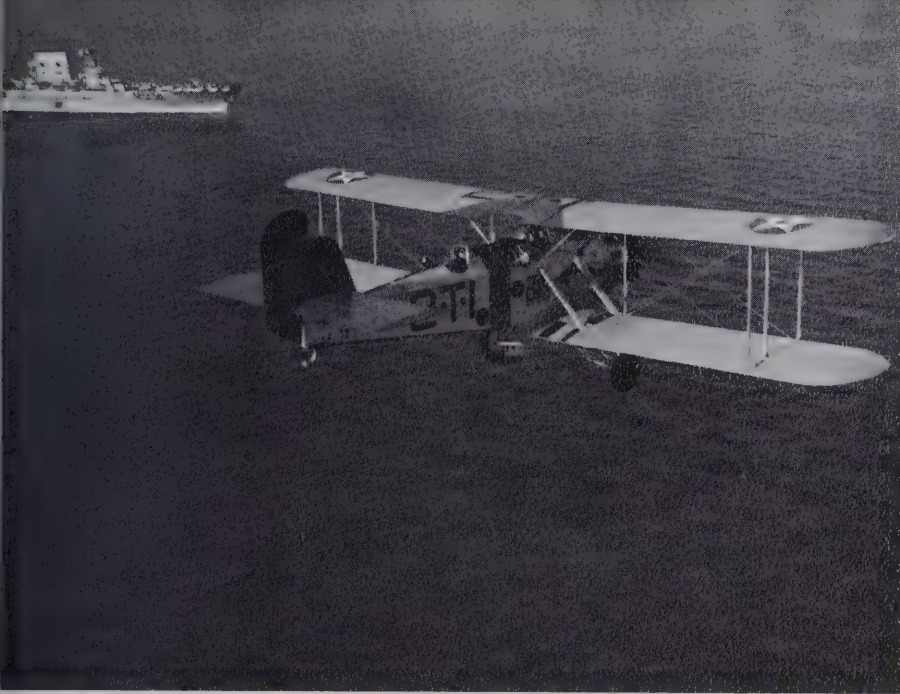
SBU-2

Vought OS2U Formation



**AIR ARM  
REDEFINED**





Martin T4M-1 with USS Saratoga (CV-3) in background, February 1926.

T4M-1 with floats, 1931.





The Langley, Lexington and Saratoga—these were the first—the aircraft carriers upon which our early Naval Aviators developed the techniques of carrier aviation. In 1934, the USS Ranger (CV-4), the first aircraft carrier to be built as a carrier from the keel up, joined the fleet, followed by the USS Yorktown (CV-5) in 1937 and the USS Enterprise (CV-6) in 1938.

USS Ranger (CV-4), March 1938.

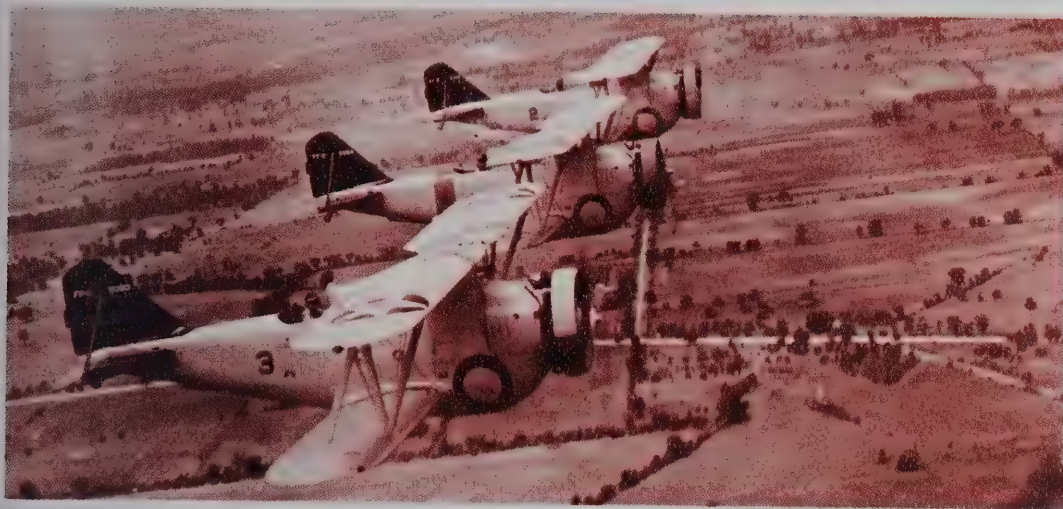






N3N-3, the famed "Yellow Peril" in 1939.

Grosse Ile FF-2's.



Boeing NB-1, NAS San Diego.

Despite a growing Naval interest in the Reserve, the lack of service-type aircraft continued into the thirties. Some relief was obtained in 1933 when reserve squadrons received 20 F8C-4 "Hell-divers", and 55 O2C-1's. NY-2's and O2U's were still widely in use, however.

By 1937, the reserve aviation squadrons were relying heavily upon the FF-2 and the SBU-2. Many OF-2's were still in use, but mainly as instrument trainers.

At the end of the decade, nearly all the reserve bases had been provided with SBC-4's and N3N's, the famed "Yellow Perils". Each base also had at least one SNJ-2 for instrument training.

## **SERVICE "BIRDS" FOR RESERVES**







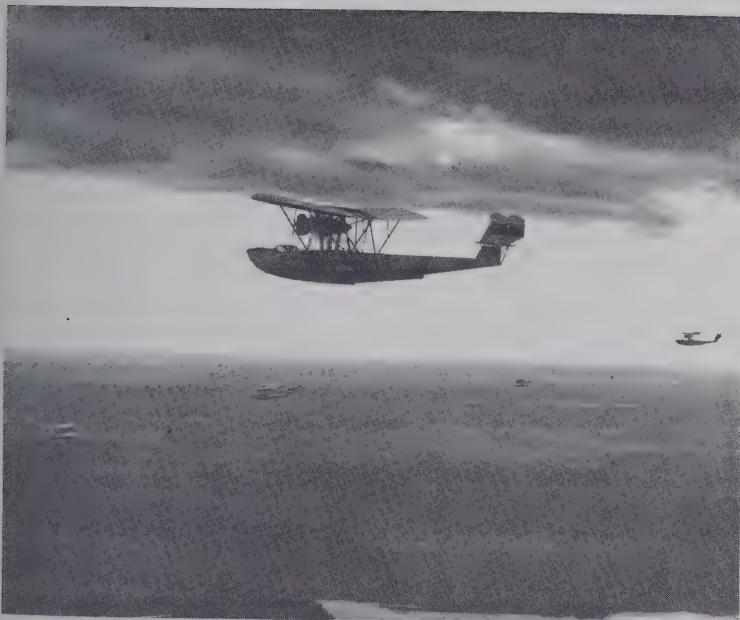
Keystone OL-9 over Gareloi Volcano, Gareloi Island, Alaska,  
July 1934.

**CADET ACT . . .**

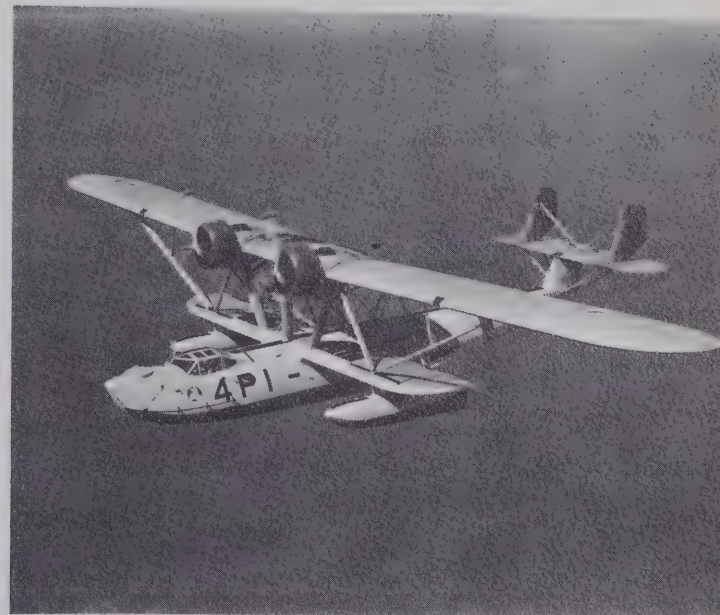


The Aviation Cadet Act of 1935 was another milestone in the advance of Naval Aviation. It was formulated primarily to solve the need for active duty fliers, 50 percent of whom were to be reservists. Help for the Naval Air Reserve was in sight, for the graduates of this program were to remain in the Reserve after completing the required period of active duty.

## **. . . IS BIG STEP FORWARD**



P2Y-1 Patrol Plane.



P2Y-3, April 1937.

A typical cadet would undergo almost a year of intensive training at Pensacola. He would be thoroughly checked out in seaplanes, primary landplanes, and observation aircraft before he was trained in service aircraft. He would then be designated a Naval Aviator and go to the fleet for three years active duty as an aviation cadet. At the completion of this tour, he would be commissioned as an ensign in the Naval Air Reserve. Four years later the aviation cadet would be commissioned prior to going to the fleet. In the first year, 704 men entered this program and by 1938, 526 cadets were seeing service with the fleet.



Formation of O2U-4's.





02C-1, Anacostia, D. C.



NS-1, Anacostia, D. C.

The 1938 mobilization requirements of the U.S. Navy called for 2,905 officers from the Naval Air Reserve, but only 222 officers could be mustered and the Volunteer Aviation Reserve numbered only 147. A little more than 1,000 enlisted men were available. As world tensions began to build and Hitler's course became evident, more and more young men became aviation minded. By June of 1941, 3,835 aviation cadets were in flight training and during the same period 1,022 were designated Naval Aviators.



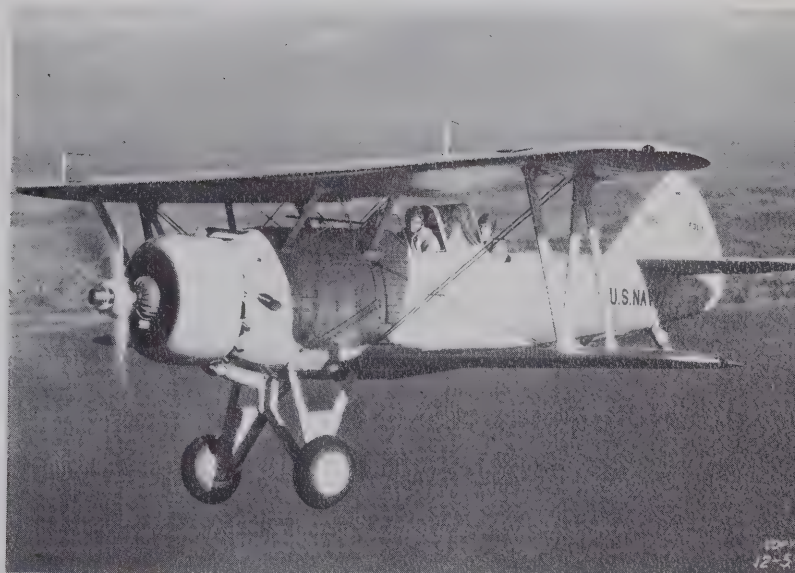
F2B-1's stacked in tight formation.





XF2U-1

Additional reserve bases had been authorized for Miami, Fla. and St. Louis, Mo. in 1931. The New York base at Rockaway Beach moved in 1932 to Floyd Bennett Field in Brooklyn. 1932 also saw a squadron established at the Naval Aircraft Factory in Philadelphia to carry on reserve flying. The Naval Air Reserve Base at Kansas City, Kans. was established in 1936, and in the next year NRAB Great Lakes was moved to Glenview, Ill. The reserve bases had expanded their facilities to perform major overhaul of both aircraft and engines.



XF3U-1

XF3F-1



By 1938 the training program at the reserve bases had expanded to the point of including squadron flying, scouting, night flying, and dive bombing. Each aviator was to perform at least 45 hours of flying each year and each unit was expected to take its two weeks of annual active duty as a unit.



Curtiss F8C-4 "Helldiver," NRAB Long Beach.





Curtiss SBC-3, January 1939.



SBC-4.



O3U-6, April 1936.

Small as their numbers were, the various squadrons of the Naval Air Reserve were highly proficient. Competition between the squadrons was keen and was certainly a contributing factor in the state of increasing readiness. The Navy's Inspection Board took a hard look at each of the squadrons on an annual basis. This tended to provide standardization throughout the Air Reserve Force.



O3U-1, 1930.





SNJ-1, July 1939.



PBY-1, March 1938.

Continued Japanese aggression in the Far East and the awareness of Hitler's threat to peace in Europe prompted Congress to enact the Naval Expansion Act of 1938. It called for the construction of more aircraft carriers and for a Naval Air arm of at least 3,000 planes. As a result of this act, the USS Wasp (CV-7) was commissioned in 1940 and the USS Hornet (CV-8) in 1941. The first escort carrier, the USS Long Island (CVE-1), was also commissioned in 1941. When the war in Europe began in September 1939, a limited National Emergency was declared by President Franklin D. Roosevelt, and neutrality patrols to protect United States shipping were begun in Navy "Catalinas."



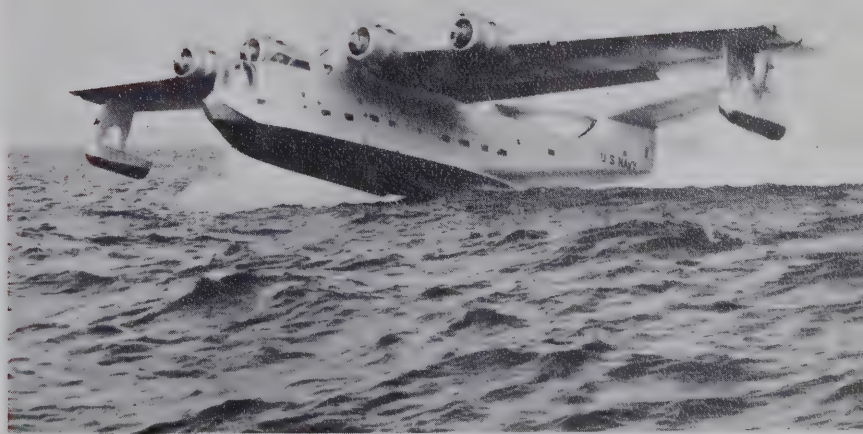
PBY-4 "Catalina" with machine gun blisters, May 1938.





XPB2Y-1, first model delivered 30 October 1937.

In 1940, 100 aviation cadets began training each month with this figure increasing to 300 by July 1941. Naval Aviation Reserve Bases at Atlanta, New Orleans, and Dallas began operation in 1941. The Naval Aviation Personnel Act of 1940 gave the President authority to raise the number of student pilots to whatever level he deemed necessary. Even after these steps had been taken, Naval Aviation could provide only 4,000 of the 30,000 pilots who would be needed in the event of war.



XPB2Y-1, February 1939.



Douglas SBD "Dauntless" dive bomber.





XTBU-1

## "STAND BY FOR RECALL"

The word was passed in October 1940 to all members of the Naval Air Reserve. By the following month, one-third of the squadrons had been activated and full mobilization of the Naval Air Reserve was complete by January 1941.

In December 1941 the Navy had 5,260 aircraft available and 6,750 pilots including those of the Marines and Coast Guard. More than half of the aviators were reservists! ■

Golden Anniversary 1916-1966

# *Pearl Harbor*





*7 DECEMBER 1941*





USS Enterprise (CV-6)

It had happened so quickly. The Pacific Fleet was in shambles. The carrier strikes launched by the Japanese left the nation stunned. Never again would anyone question the value of aircraft as an offensive weapon. The United States was fortunate on two counts that day. The Japanese failed to exploit the advantage gained by the devastating aerial attack in not landing troops. All three aircraft carriers of the Pacific Fleet had been at sea and so had escaped being attacked. It was indeed to be a long way back. The men of the Naval Air Reserve contributed greatly to this effort.

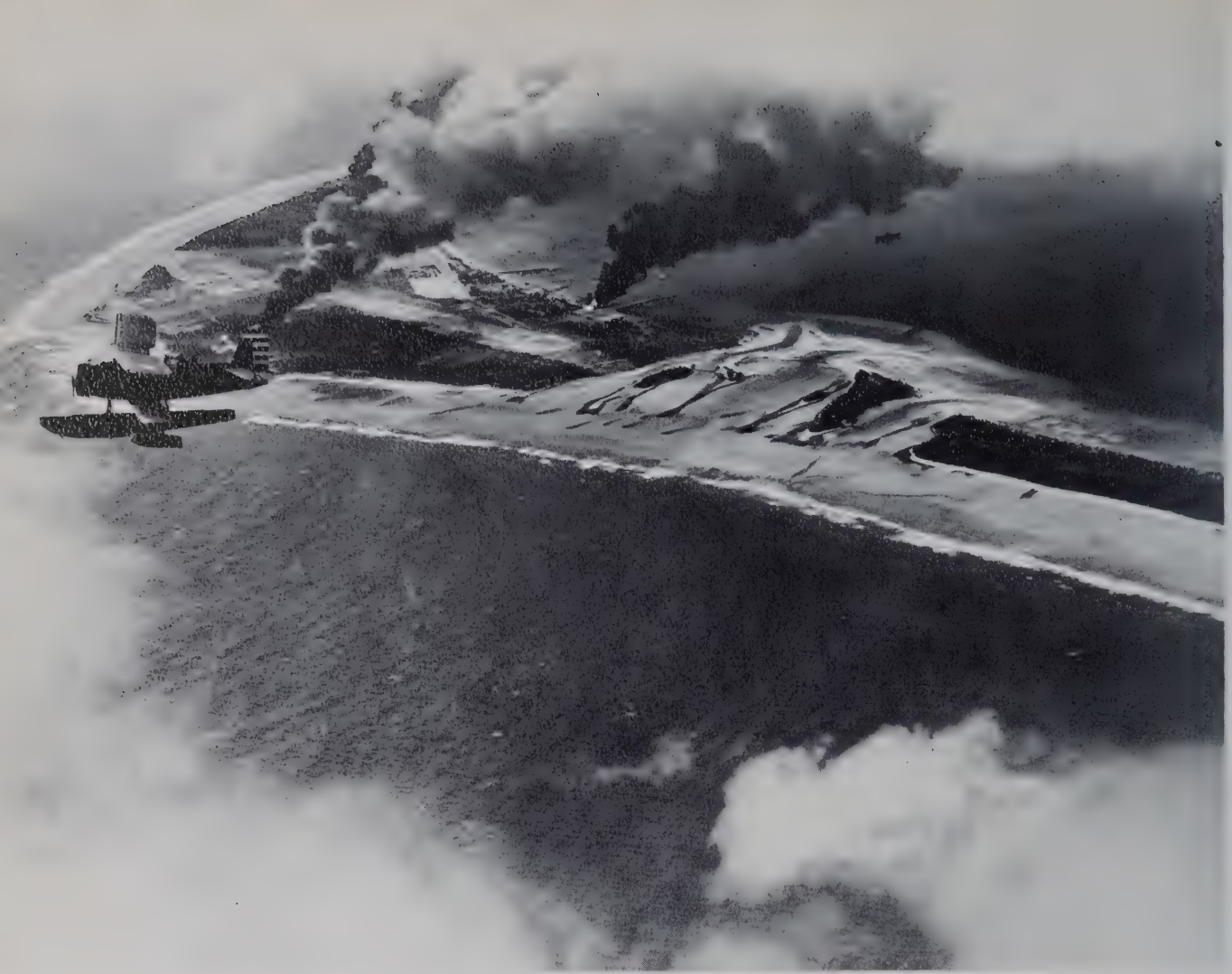




Gunner dismounts from SBD after landing aboard.



The Japanese quickly launched attacks against the Allied possessions in Mainland Asia and in the islands of the Western Pacific. Thailand surrendered; the Malayan Peninsula was overrun; Guam fell; the Philippines were conquered; strategic positions in the Dutch East Indies were occupied. The door to Australia, New Zealand, and the Hawaiian Islands was now open.



The photograph above shows the effects of the opening phase of the Pacific Fleet bombardment of Wotje, one of eight Japanese bases in the Marshall and Gilbert Islands, blasted by Fleet guns and bombs in the raid of 1 February 1942. Carrier-based bombers set an ammunition dump (seen directly above the tail of the plane) and two fuel dumps afire. Four surface ships were destroyed or sunk at Wotje. The air base instal-

lation, for both sea and land planes, storehouses, workshops, barracks, and the military compound seen in center of picture were wrecked by bombs and main battery guns of heavy cruisers. Numerous shore battery installations along periphery of the island were also attacked and silenced. These hit and run raids were the Navy's first offensive operations in the Pacific, and the Reserves were there.





The sinking of the USS Lexington in the Battle of the Coral Sea. The price was high, but the enemy's advance had been halted.

In May, Admiral Chester Nimitz, the Commander in Chief of the Pacific Fleet, sent two carrier task forces, built around the Yorktown and the Lexington, into the Coral Sea to stop the Japanese advance toward Australia. It was here that the first naval engagement was fought. Carrier-based aircraft from both sides carried the attack and tolls were staggering. Losses to the American forces were -- the Yorktown was badly damaged and the Lexington was sunk -- but the Japanese forces had been stopped. The threat to Australia had been eliminated.

Following the American success in the Battle of the Coral Sea, Admiral Yamamoto launched a major offensive against Midway Island. Admiral Nimitz anticipated Yamamoto's objective and sent a strong, but smaller, naval force against the Japanese to prevent the capture of Midway. This is considered by many to have been the turning point in the war in the Pacific. It was a smashing American victory, and the Japanese fleet was forced to retire. Dive bombers and torpedo planes from the Enterprise, the Hornet, and the Yorktown sent four Japanese aircraft carriers to the bottom. More than 250 enemy aircraft were destroyed. Two heavy cruisers were also sunk. Over 100 American planes were lost and the Yorktown was again damaged. While under tow, after the battle was over, the Yorktown was sunk by a Japanese submarine. Midway had been protected and the Japanese suffered their first decisive naval defeat with more to come.



F2A-2, the Brewster "Buffalo" was an early entry.

## THE TURNING POINT





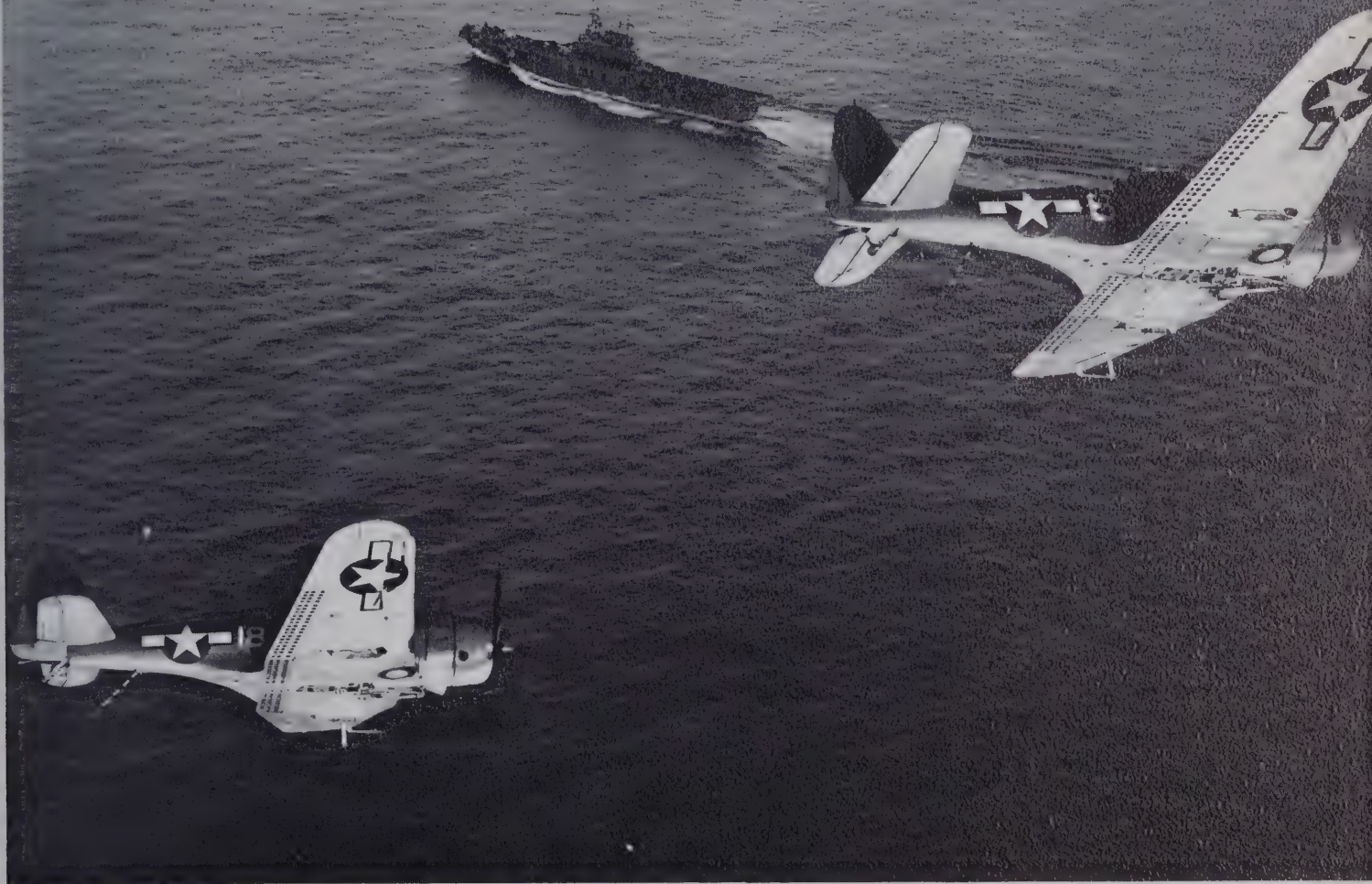
Fire and damage control crews at work on USS Yorktown during Battle of Midway.





The course of the war was altered by the Battle of Midway. From this battle on, the Japanese were forced into a defensive position, having lost the impetus of their early successes. The Allies next objective was to break the Japanese hold in the Solomon Islands and destroy the major Japanese base at Rabaul, New Britain. The battle for the Solomons centered around the American occupation of Guadalcanal. Because of the heavy losses to American naval forces there, the waters off Guadalcanal became known as "Ironbottom Sound". After more than six months of vicious fighting, the island was secured in February 1943. The advance up the Solomons and the attacks upon Rabaul continued throughout 1943, but the tide of battle had turned and the Allied counter-offensive had really begun.



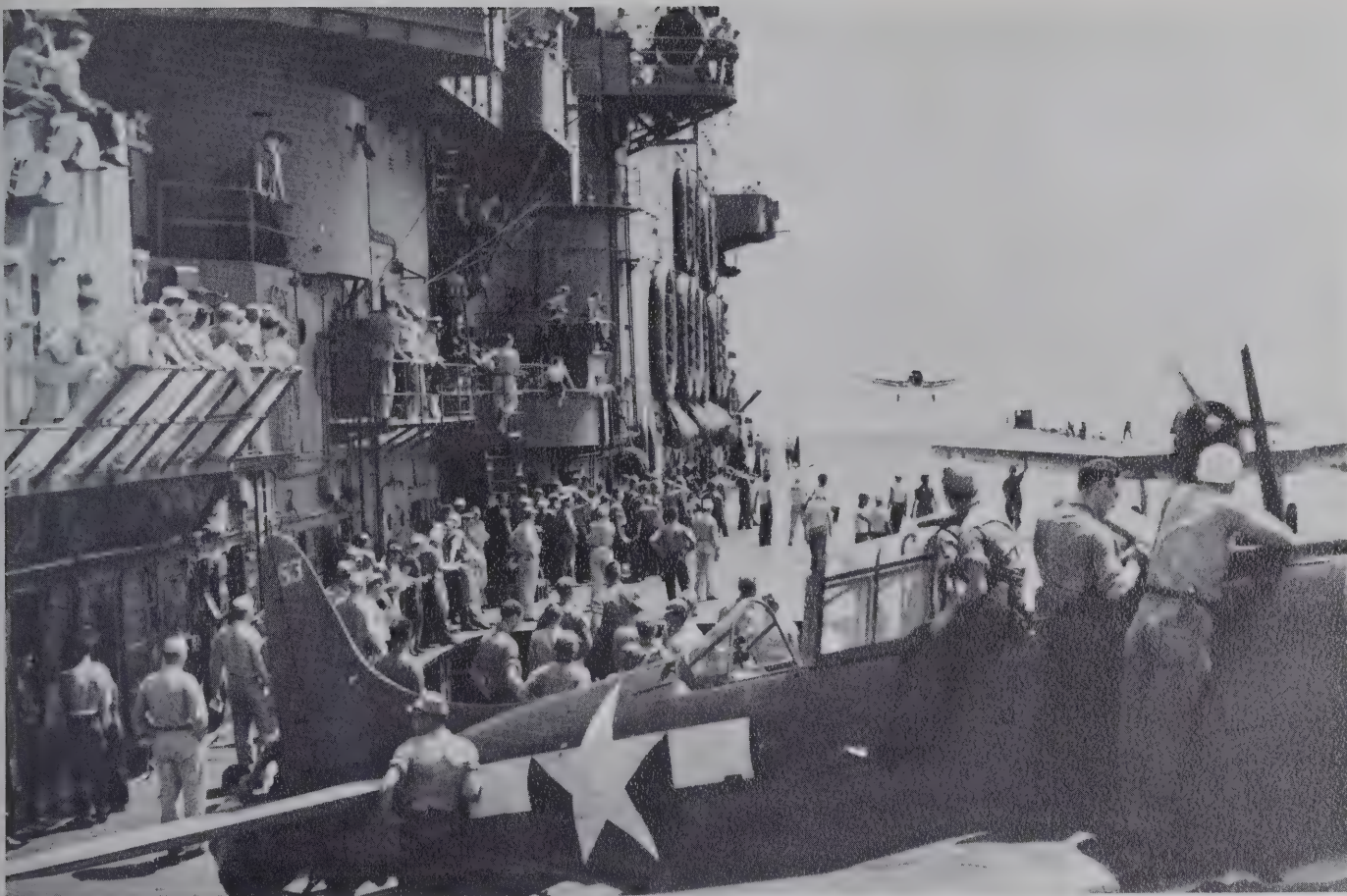


The SBD "Dauntless" dive bombers played an important and decisive role in the Battle of Midway with the sinking of four Japanese aircraft carriers.

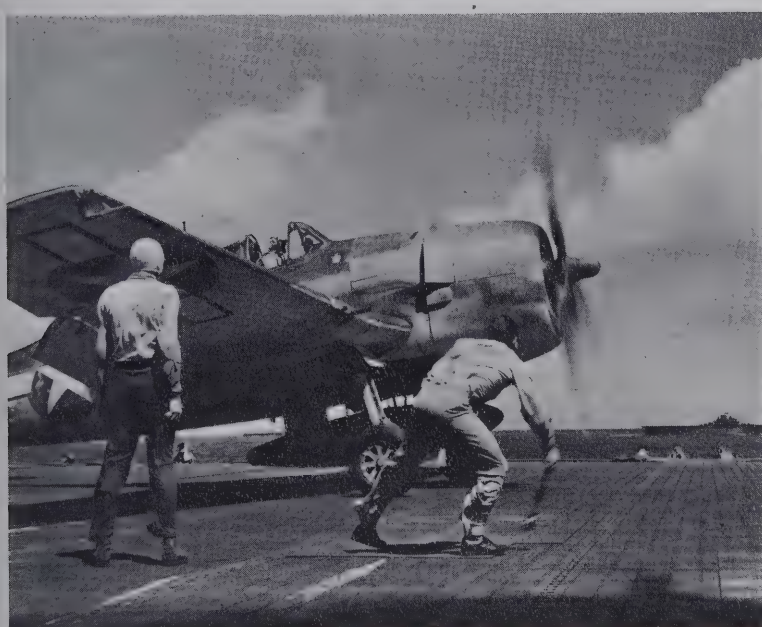


The sinking of the USS Wasp (CV-7); torpedoed 15 September 1942 while covering the movement of supplies and reinforcements into Guadalcanal.





SBD dive bomber being checked while an F6F taxis to a stop as another is coming aboard USS Saratoga (CV-3) during raid on Rabaul, New Britain.



F6F "Hellcat" gets take off flag during Marshall Islands attack.

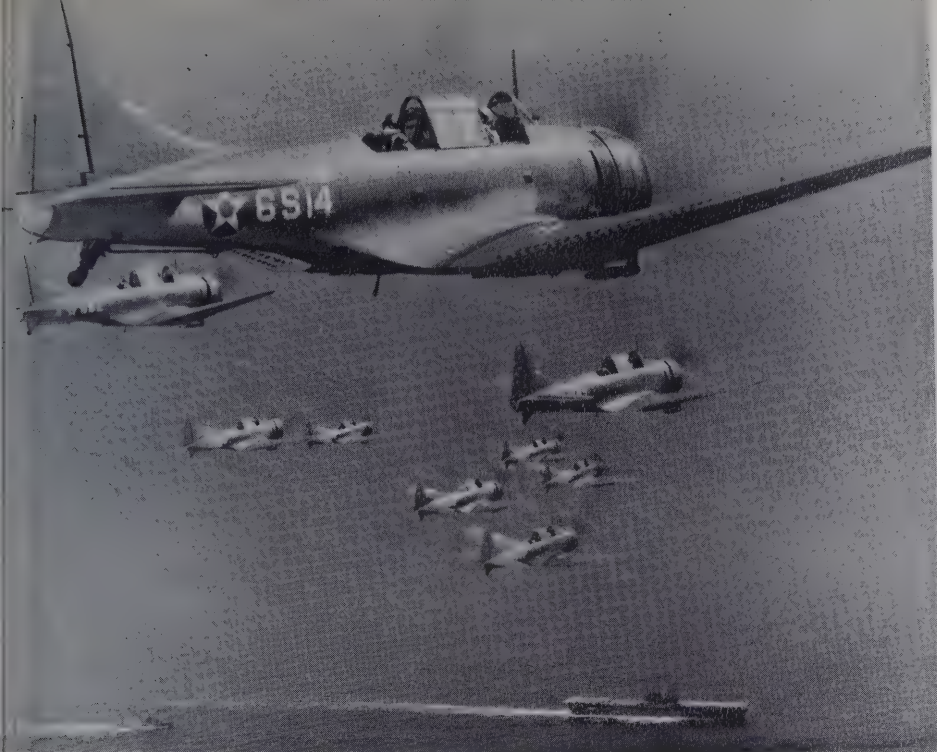


The "Wildcat", although modestly endowed by present standards, displayed its death dealing capabilities both as a carrier fighter and as the sturdy mount of the Marines under such sterling leaders as Joe Foss, Pacific Ace and Marine Reservist. The record of enemy kills mounted rapidly as tactics were developed to exploit its strong points to best advantage against the Zero and the other Japanese machines.

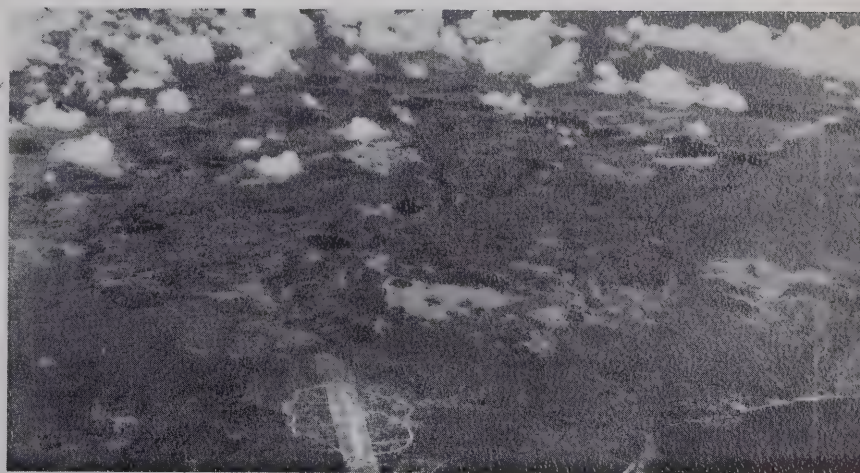


The "Wildcats" readying for take off "Somewhere in the Pacific."

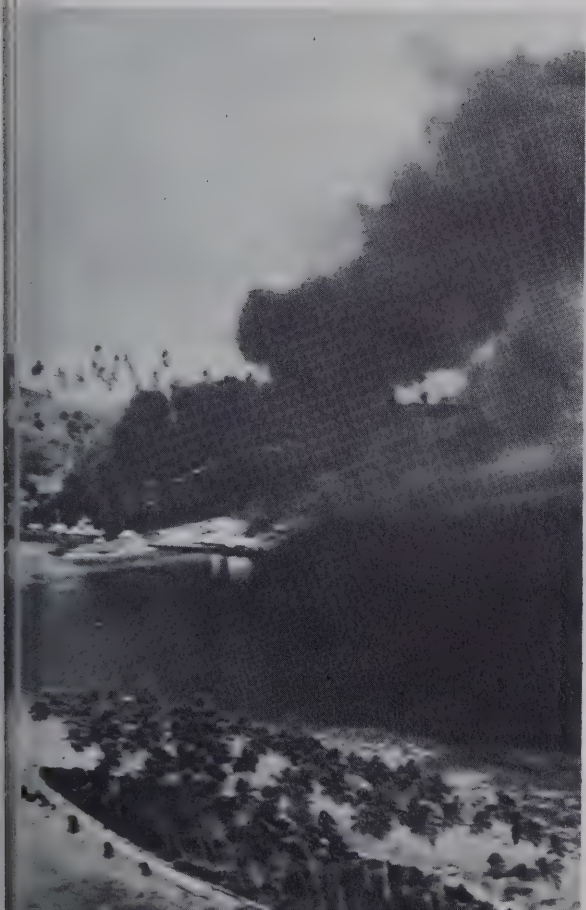




Douglas SBD dive bombers.



Rapopo Airfield, southeast of Rabaul, was one of six airfields in New Britain knocked out by bombing raids.



Japanese seaplane base on Tanomboga, Solomon Islands, after aerial attack. A tender and a seaplane are burning.



SB2C "Helldiver."

Rabaul and Truk were hit time and again from the air but were by-passed in the Allies advance up the Pacific. The first major amphibious invasion took place at Tarawa in the Gilberts in November 1943. This hard fought victory enabled the American Forces to launch successful attacks against Kwajalein and Eniwetok in the Marshalls. By the Spring of 1944 Hollandia, New Guinea, had been secured.



F6F "Hellcat."

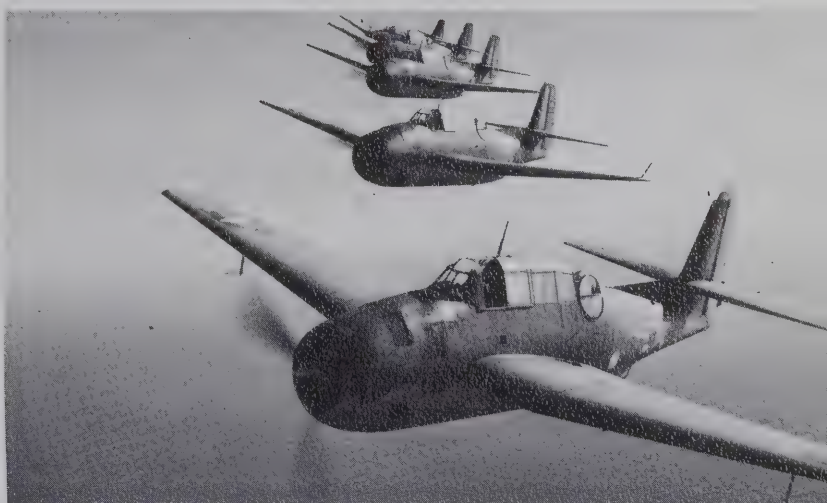


When the American offensive turned toward Saipan, Tinian, and Guam in the Marianas, the Japanese launched a major counter-attack. On the morning of 19 June 1944, the Battle of the Philippine Sea began. The Japanese fleet of nine carriers, five battleships, and seven heavy cruisers was met by an American force of seven Essex-class carriers, eight light carriers, seven battleships, and three heavy and six light cruisers. The Japanese sent the cream of their air force against Admiral Raymond A. Spruance's Fifth Fleet. The nineteenth of June is known as the "Marianas Turkey Shoot" because of the devastation dealt to the Japanese air force. F6F "Hellcats" destroyed more than 300 Japanese planes and the total enemy losses were raised to 345 by anti-aircraft fire. Only 17 American planes were lost, and two battleships were damaged. The Japanese air arm was crippled and the United States control of the air in the Pacific would never again be challenged.



The F4U "Corsair" teamed with the F6F, TBF and SB2C to become the primary weapons of the fleet.

## **"MARIANAS TURKEY SHOOT"**



TBF "Avenger."

When landings were carried out in October 1944, on the island of Leyte, the Japanese decided to throw their entire Navy into a desperate attempt to smash the American Pacific Fleet. The risks were great, but the stakes were high. The Japanese fleet was divided into three extremely vulnerable groups. They counted upon surprise and deception to bring about a victory which they hoped would tip the scales back in their favor. On 25 October 1944, this gamble resulted in the Battle of Leyte Gulf, which consisted of three phases, each involving one segment of the attacking Japanese naval forces. The Southern Force was routed and driven off in the Battle of Surigao Strait, with losses to the

Japanese of two battleships and three destroyers. The Center Force, built around the best Japanese battleships and cruisers, was defeated after passing through San Bernardino Strait by the incredible courage of the grossly outgunned force of escort carriers under the command of Admiral Clifton Sprague. The part played by this carrier force in the Battle of Leyte Gulf is considered to be the most gallant naval action in United States military history. The Northern Force, whose mission was to lure the large American carriers away from Leyte, was wiped out by American carrier-based aircraft. While victory was gained, it came at a price.



USS St. Lo hit by Japanese suicide plane in Battle of Leyte Gulf in October 1944.



Second explosion occurs aboard St. Lo.





The USS Essex hit 25 November 1944.

Fighting fires aboard USS Intrepid 25 November 1944.





Flaming "Frances" attacking USS Omanney Bay (CVE-79) in Sulu Sea, December 1944.



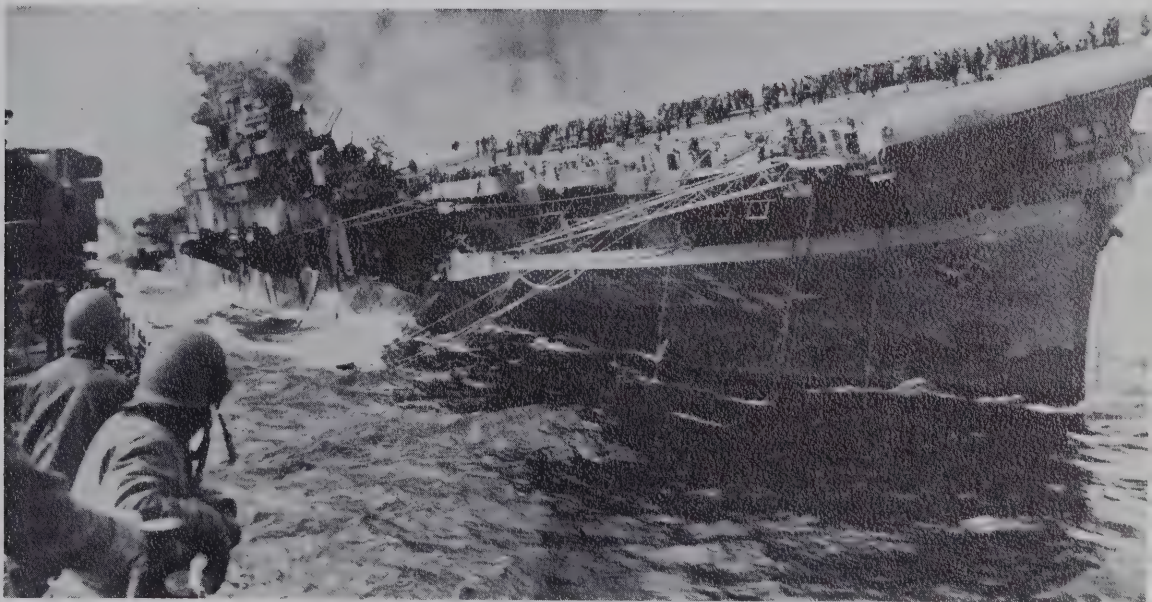
TBF moving off for another attack against Japanese fleet.





It was during the invasion of Okinawa that the United States fleet suffered such heavy losses to the Kamikaze pilots.

USS Bunker Hill (CV-17) with USS The Sullivans (DD-537) in the foreground.



The USS Franklin (CV-13)





Blimp and destroyer -- ASW team.

## **ATLANTIC ACTION**





PBM-3 "Mariner."

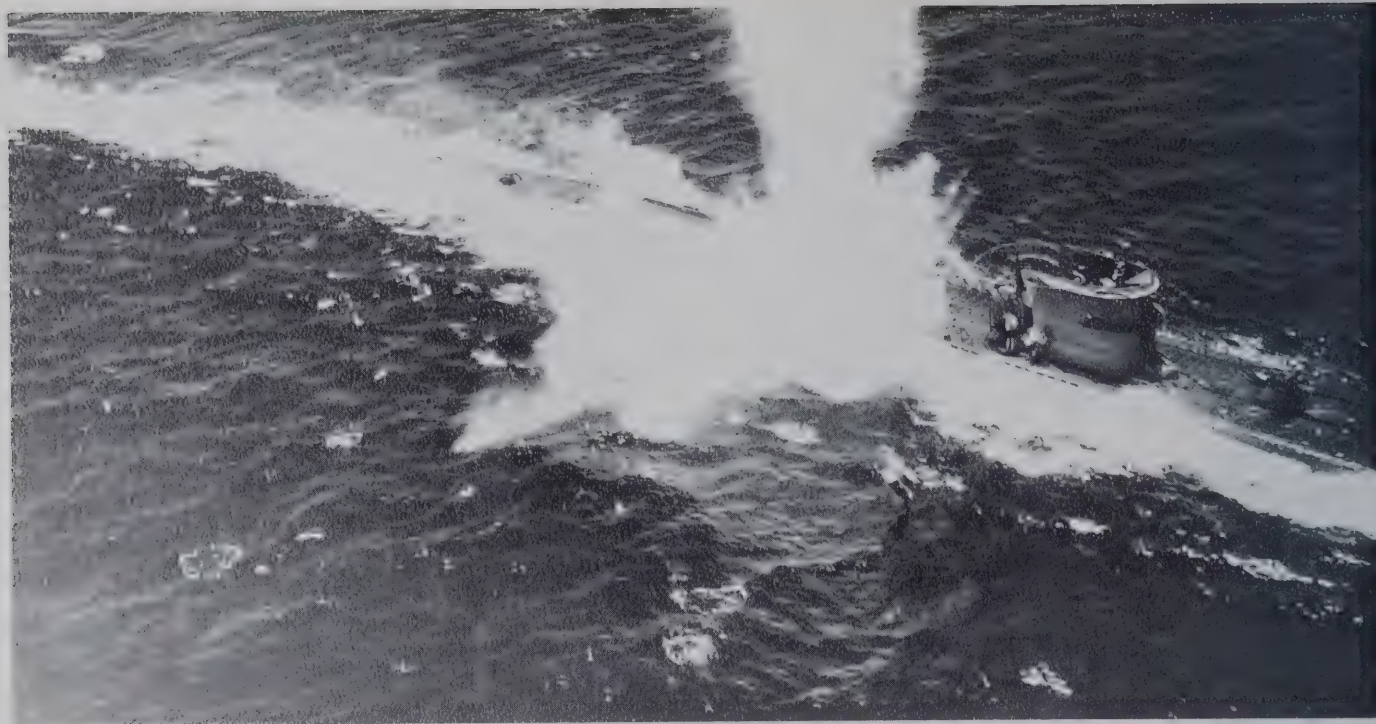


PB4Y-2 "Privateer."



F4F-3 "Wildcat" in barrier.

While the war was being won in the Pacific, American Naval forces were contributing greatly to the defeat of the Axis powers in Europe. Early in 1942, German submarines had moved into the Western Atlantic to operate against American coastal shipping and trans-Atlantic convoys. Throughout 1942 they were extremely successful, sinking more than a million tons of Allied shipping a month. But by the end of 1943 more submarines were being sunk than Allied ships, and more submarines than the Germans could build. Anti-submarine patrols in landplanes, seaplane patrol bombers, and Navy blimps had driven the German submarine packs to the mid-Atlantic where the new hunter-killer teams of destroyers and carrier-based aircraft, operating from escort carriers, put an end to the effectiveness of the German submarines and provided relative safety for Atlantic convoys.

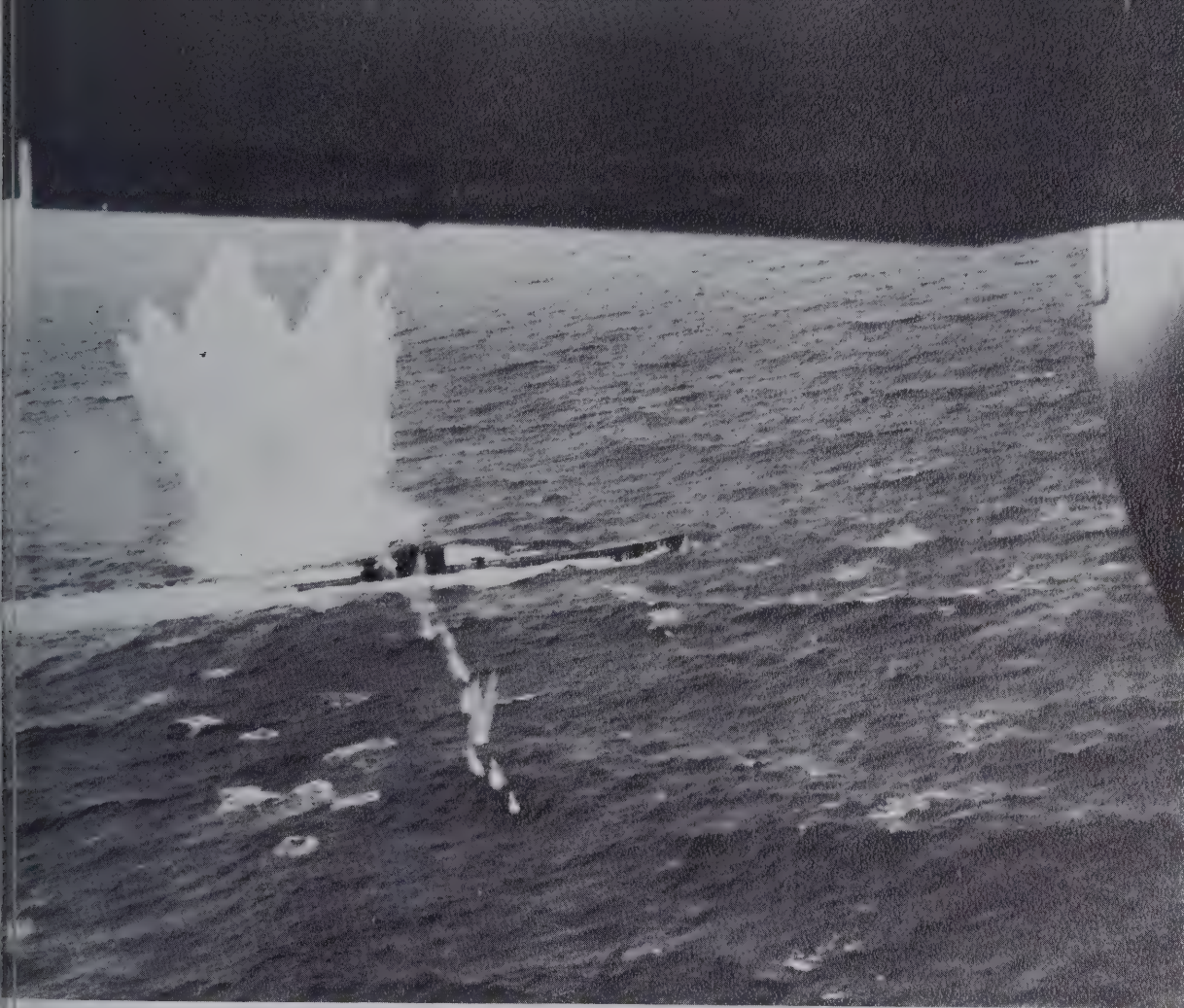


German U Boat (above) attacked and sunk by aircraft from the USS Bogue (CVE-9). This is believed to be the fourth TBF attack. LTJG W.F. Chamberlain, USNR, was pilot. Two MK17 MOD 2 depth bombs were dropped.



TBF.





German submarine (above) attacked and sunk southeast of Ascension Islands by four PB4Y's. Diving PB4Y "Liberator" sprays machine gun bullets on pull out. A line of small splashes marks the strafing. 5 November 1943.

In November 1942 American naval forces aboard the USS Ranger and several escort carriers assisted in the invasion of North Africa, the preliminary step in the invasion of Italy and the formation of a "second front" in Europe. In 1943 the tide of battle turned with the Russian victory at Stalingrad, Montgomery's defense of Egypt, and the eventual British-American defeat of Rommel's desert forces. Successful amphibious assaults were launched against Sicily and then Italy in 1943, driving Italy out of the war.



USS Santee (CVE-29) during convoy to Casablanca.



The invasion of Normandy began the drive for the complete victory over the German armies. The Rhine was crossed in March 1945, and the Allied forces continued their relentless journey to Berlin. On 7 May 1945, the Germans accepted unconditional surrender. The Japanese refused to accept surrender at the end of July 1945. President Harry S. Truman ordered the explosion of an atomic bomb over Hiroshima. This took place on the sixth of August. Four days later a second bomb was exploded over Nagasaki. Emperor Hirohito accepted unconditional surrender on 14 August and the war officially came to an end aboard the battle-ship Missouri, on 2 September 1945.

Supplies pour ashore for the invasion of France.





Admiral Nimitz accepting Japanese surrender aboard USS Missouri 2 September 1945.

## VICTORY

The end of the greatest conflict of all time saw victory pennants hoisted over the largest Naval armada in world history. Eighty-three percent of the men of this mighty Navy were Naval Reservists. Naval Aviation had proven to be its most powerful arm. The 5,260 aircraft and 6,750 aviators of 1941 had increased, in less than four years, to over 41,000 aircraft and 60,747 aviators. More than 50,000 of these young pilots and hundreds of thousands of skilled aviation specialists were reservists.

The story of the second great war, as it was for World War I, was a major chapter in the brief history of the Naval Air Reserve.



Headquarters, Naval Air Reserve Training Command, NAS, Glenview, Ill.

The Naval Air Reserve veterans of World War II were the original cast of the next chapter. Just as America needed to preserve its great war and merchant fleets, the technical skills of these reservists had to be retained. Taking a lesson from the past, Rear Admiral McQuiston planned, organized, and directed the establishment of today's Naval Air Reserve Training Command. On 1 November 1945, RADM F.D. Wagner, first Chief of Naval Air Reserve Training, raised his two star flag over the new Naval Air Reserve Training Command Headquarters at NAS Glenview, Ill. ■







Naval Air Reserve Training Command - 1966.

## *Week-end Warriors*





"Up-to-the-Minute" men -- citizens from neighborhoods throughout America -- train one week-end each month at one of these NARESTRACOM locations.

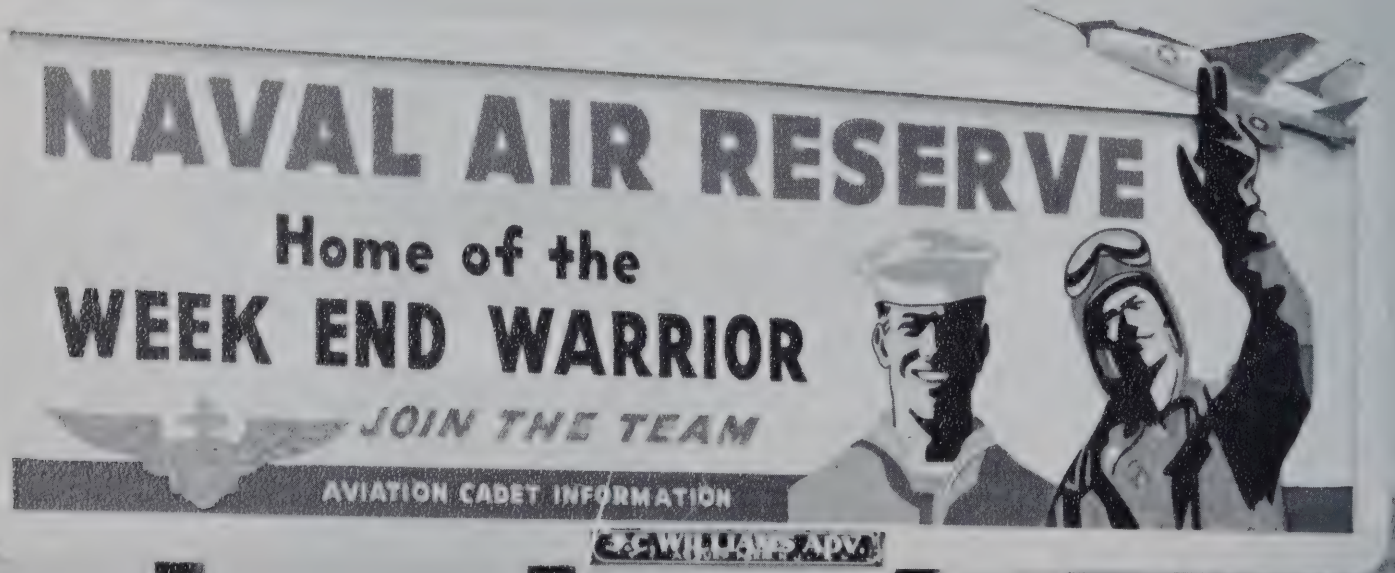
Golden Anniversary 1916-1966

*on Station*



In every National Emergency since the American Revolution, a military reserve force of civilians has played a major role in the destiny of our nation. Paul Revere started it when he made his famous ride to summon the Minute Men to fight the British at Lexington.

The "Minute Men" contingents of today's Armed Forces bear little resemblance to their forefathers in uniform and weaponry, but they are inspired by the same brand of spirit and motivation.





Typical of these modern "Up-to-the-Minute" men are the Week-end Warriors of the Naval Air Reserve...citizens from neighborhoods throughout America who train one week-end each month perfecting skills learned while on active duty as Naval Aviators and Naval Aircrewmen. By flying and maintaining fleet-type aircraft and equipment, they keep abreast of the latest modern warfare techniques which will enable them to be of maximum service to their country on a "minute's" notice.

From Headquarters of the Naval Air Reserve Training Command, at Glenview, Ill., orders could be flashed to selected Air Reservists from Boston to San Diego... from Jacksonville to Seattle...and because Selected Reservists carry mobilization orders in their wallets and have a specific unit and place to which they would report, crews and aircraft could be set into motion in less time than it takes to say "Week-end Warrior"!







Although the memorable legislation which provided for the Naval Reserve Flying Corps was enacted in 1916, it was not until the early 1920's that the first bases specifically tailored to afford training and maintain the proficiency of pilots and technicians trained in World War I were established.

Bases since associated with the development of aviation such as St. Louis, Squantum, Floyd Bennett, and Lakehurst were the homes of the first Week-end Warriors. Famous names in aviation played important roles in the establishment of these early units: Admiral Richard Byrd was the first Commanding Officer at the Naval Air Reserve Base at Great Lakes; Albert B. Lambert gave the unit in St. Louis their first flyable airplane; and Glenn Curtiss was instrumental in acquiring the land that became the base of operations for the Miami group.

Organization and participation in these early units was, for the most part, on a voluntary basis. The fact that a squadron consisted of a single plane, that the hangar was usually an abandoned garage or barn, or that there were little or no funds for operating, did not dampen the spirits of these men. In many cases there were waiting lists for entry into these proud organizations and a man had to prove himself before he was admitted to the ranks.

Pilots of these early planes were plagued with supply problems. Meager funds limited the amount of fuel which could be purchased and many ruses were used to augment the number of flight hours.

Maintenance problems were equally vexing. Spare parts were practically unknown and many of the biwinged planes were kept "up" with parts fabricated through the ingenuity of the crews.



The Naval Air Reserve organization of the 1920's also engaged in preliminary flight training. Seamen Second Class with an aptitude for flying were given primary flight training. Those who qualified were then sent to Pensacola for completion of training and assigned to the fleet as an ensign for a year. At the end of this time they returned to inactive duty with an Aviation Fleet Division of the Naval Reserve where they maintained their proficiency with regular drills and an annual 15-day active duty training cruise.

By 1933, additional Reserve bases had been established at Seattle (Sand Point), Oakland, Detroit, and Minneapolis. The years 1932 and 1933 found the greatest progress and improvement in the Naval Reserve Flying Corps. With the delivery of service-type aircraft, systematic training, and compe-

tition among the units, morale and enthusiasm were high. The pre-World War II Naval Air Reserve reached its peak in 1933 logging over 30,000 hours during that year.

The years 1934 through 1938 were a period of decline. As a result, the mobilization potential was far below requirements when the clouds began to gather foreshadowing the outbreak of World War II.

The months immediately following our country's entry into World War II were dark. Trained men were at a premium. Reserve forces were inadequate. The staggering task of molding peaceful civilians into capable fighting men, pilots, mechanics, technicians, in sufficient numbers seemed almost impossible when the added task of thwarting enemy onslaughts required the nucleus of available trained fighting units. Few could be spared for instructors.



Unpreparedness was an expensive lesson, both in lives and money. Our Naval Air Forces had to be built from the ground up. Bitter lessons were learned during those dark years, but they are lessons which were not forgotten when victory was finally ours.

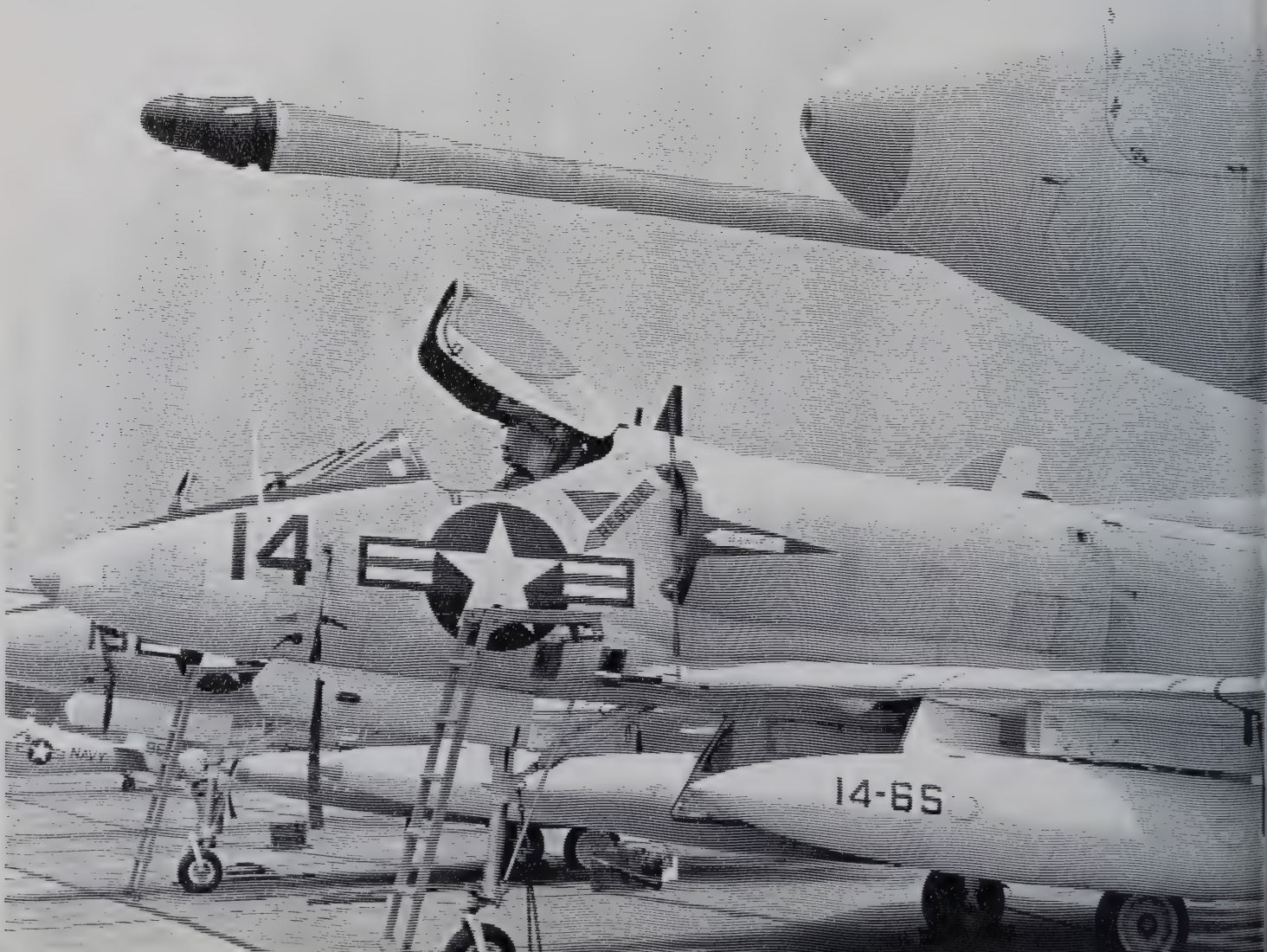
Thus, in 1946, the Navy took positive steps to guarantee a reserve aviation force which would always be trained and ready. On 1 July of that year, the Naval Air Reserve Training Command was established with Headquarters at the Naval Air Station, Glenview, Ill. Twenty-eight air facilities across the nation were to maintain the skills of thousands of aviation personnel who served from 1941-1945.

While plans were being made in the Navy department to mothball the ships of the fleet, thinking was directed to preserving the expensively-taught and hard-learned know-how of the most important part of the fleet -- her officers and men.



Today the Naval Air Reserve bears little resemblance to the same organization of a few years back. The mission is the same - to provide Naval Aviation with immediate combat-ready air forces in time of National Emergency. The equipment, methods, and tactics are different because modern warfare is constantly changing.

The command consists of 18 major and five satellite activities located near major population areas throughout the United States. The primary responsibility is to provide the aircraft and personnel to fill and support 40 fleet-sized air squadrons of all types -- light attack and fighter, maritime air and carrier based ASW squadrons, and a transport capability to lift Naval Air Reserve forces and equipment and support the increased military air transport service wartime load.





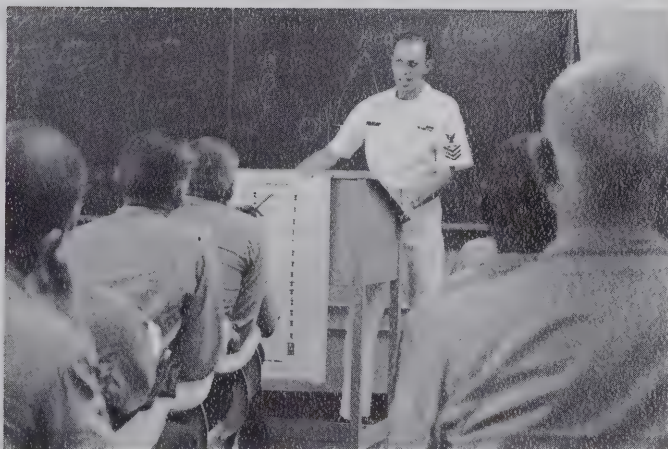
In addition to aviation squadrons, the Naval Air Reserve can mobilize nearly 4,000 officers and over 6,000 men for aviation supporting units.

Naval Air Reserve Divisions train the ship's company personnel that will bring attack and ASW carriers, seaplane tenders and helicopter assault ships to their wartime complement in aviation rates; Naval Air Intelligence Reserve Units are training some 710 officers and more than 165 enlisted men to fill the intelligence billets of staffs, ships, squadrons, and the Navy Department; Air Wing Staffs are charged with the task of training hundreds of non-aviation support personnel; for example, the hospitalmen and flight surgeons, storekeepers and supply officers, aerographers and meteorologists; Naval Air Reserve Maintenance Units will form the crews at war-expanded Naval Air Stations which will service the shore based fleet; and Weapons Training Units will provide officer specialists to fill billets in the Bureau of Naval Weapons and its field activities.

With primary emphasis on Anti-submarine Warfare Defense, but with ready capabilities in all phases of Naval Aviation, the Weekend Warriors of today maintain mobilization proficiency with the latest technical training equipment, fleet-type aircraft, and annual cruises with fleet operating units. Today's modern Naval Air Reserve, with its Selected Reserve concept, is America's "term insurance" for tomorrow.

Each jet pilot and each pilot and aircrewman of the anti-submarine patrol is authorized to perform 84 drills per year and two weeks continuous active training duty. The transport and propeller attack aircrews perform 60 drills and one two-week training period. They average three to four flights every month of the year.

In its infancy, the Naval Air Reserve Training Command emphasized pilot proficiency. Today, however, with complex weapons and technical advancements, the value of enlisted personnel and their highly-critical specialities is being stressed more and more.



Training is tailored to provide the latest fleet operating procedures. From recruit to petty officer, instruction and training of technicians and mechanics is conducted to keep the pilots in the air and at the same time afford personnel the opportunity to go up the ladder of advancement just as do their contemporaries in the fleet.

# FORMER CHIEFS OF NAVAL AIR RESERVE TRAINING



Rear Admiral  
F. D. WAGNER  
Nov 45 to Dec 45



Rear Admiral  
E. C. EWEN  
Dec 45 to Feb 48



Rear Admiral  
R. F. WHITEHEAD  
Feb 48 to Jul 49



Rear Admiral  
A. K. DOYLE  
July 49 to Aug 51



Rear Admiral  
L. A. MOEBUS  
Aug 51 to Nov 52



Rear Admiral  
D. V. GALLERY  
Nov 52 to Nov 56



Rear Admiral  
H. H. CALDWELL  
Nov 56 to Oct 58



Rear Admiral  
A. SMITH, Jr.  
Oct 58 to May 60

Rear Admiral  
A. W. McKECHNIE  
May 60 to Oct 61



Rear Admiral  
W. I. MARTIN  
Oct 61 to May 63

Captain  
E. M. STEVER  
May 63 to July 63



Rear Admiral  
G. P. KOCH  
July 63 to Sept 65

In the hands of the Chief of the Naval Reserve Training lies the basic mission of training and administration of the Air Reserve to maintain forces in readiness for immediate deployment in the event of war or National Emergency.

He is also the "sales manager" for Naval Aviation, with the responsibility to recruit Flight Officer Candidates and Aviation Specialists for the Navy and the Naval Air Reserve.

# ALAMEDA

Aviation and Naval history has been made by the Bay Area Week-end Warriors of the Naval Air Reserve - covering a span of 38 years. Commencing in 1928 with one small squadron, the history was brought up to date with the Presidential Order of recall to active duty of three anti-submarine warfare squadrons and their ultimate release on 1 August 1962. On this date the citizen/sailors of the Naval Air Reserve Training Unit, Naval Air Station, Alameda, Calif. received the rare privilege of having the most prominent living naval officer on active duty, Fleet Admiral Chester W. Nimitz, as guest of honor for the occasion.

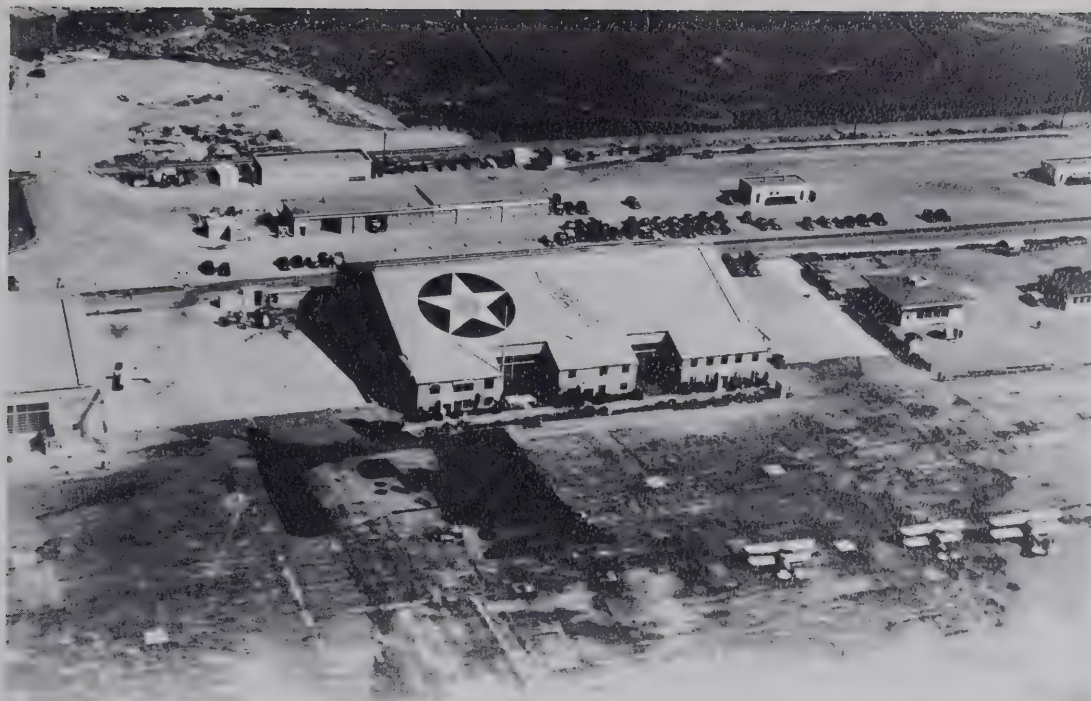
In 1928 members of the first Reserve squadron rented a hangar and two planes at the Naval Reserve Aviation Base at Oakland airport. Calling themselves the Golden Gaters, this colorful group, led by LCDR Francis B. Connell, escorted Count von Eckner, on his round-the-world trip in the Graf Zeppelin, into San

Francisco and later accompanied Amelia Earhart out to sea on her first round-the-world attempt.

The bailing wire and Jenny's of the old days have given way to fleet operational aircraft capable of fulfilling defense missions with thoroughly trained Reservists at a moments notice.

During World War II the Reserves moved operations to Livermore, returning to the airport at the end of hostilities. In 1946 they officially became an important segment of the Naval Air Reserve Training Command under the banner of Naval Air Station, Oakland. Upon decommissioning of the air station in 1961 some 3,000 Naval and Marine Air Reserves moved operations to the Naval Air Station, Alameda, where they have made a name for themselves in naval aviation. The single squadron in 1928 has now grown to include 36 Naval and Marine Aviation squadrons and Units at Naval Air Station, Alameda.

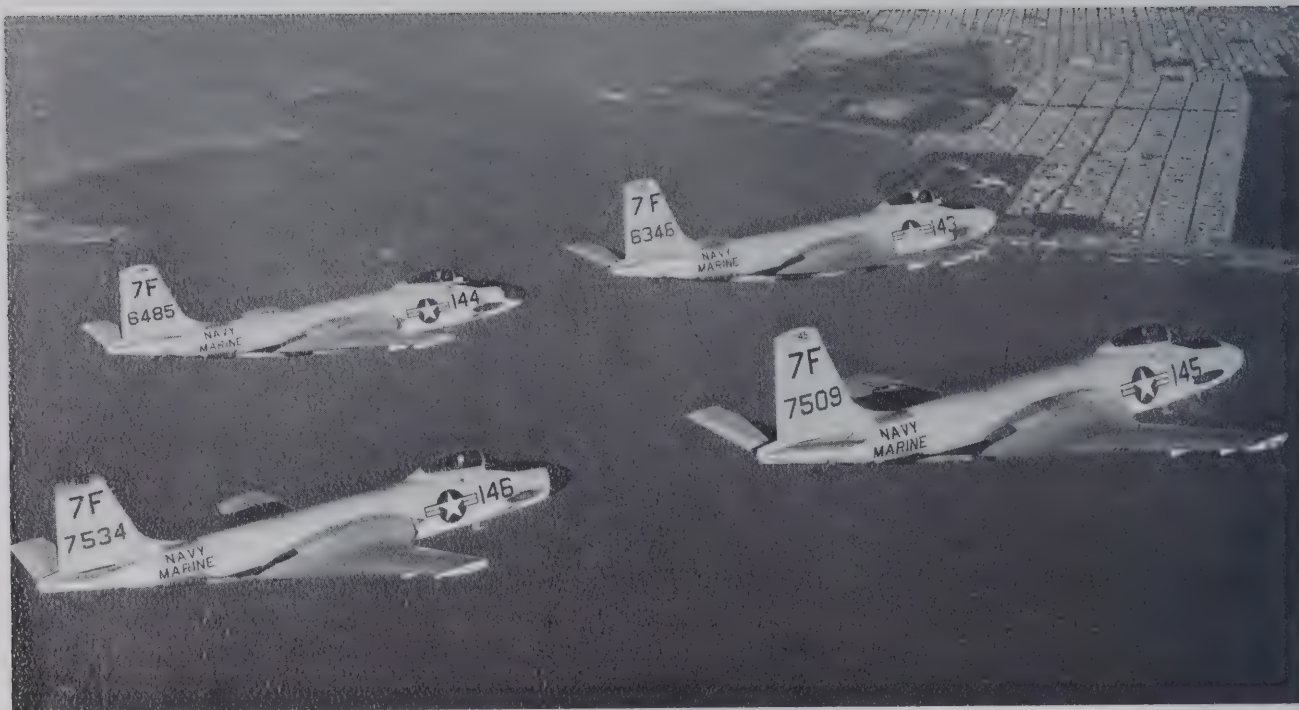




Original Naval Reserve Air Base, Oakland.



Beginning of the Jet era. First Naval Air Reserve FJ-1 in formation with retiring F6F and F4U-4 over San Francisco bay.



The end of a plane marks the end of an era for Oakland Naval Air Station and the Week-end Warriors of the Naval and Marine jet squadrons who flew them.

Four of the remaining F2H "Banshees" at NAS Oakland circle the Bay Area for the last time as they head for Litchfield Park, Ariz., to join the Navy's mothball fleet.

As taps sound, the honor guard, composed of plank owners, lower the flag for the last time at Oakland Naval Air Station.

Thus ended 33 years of Naval aviation history for Oakland. The following day the Naval Air Reserve Training Unit, Alameda, was commissioned at NAS Alameda.







# ALAMEDA



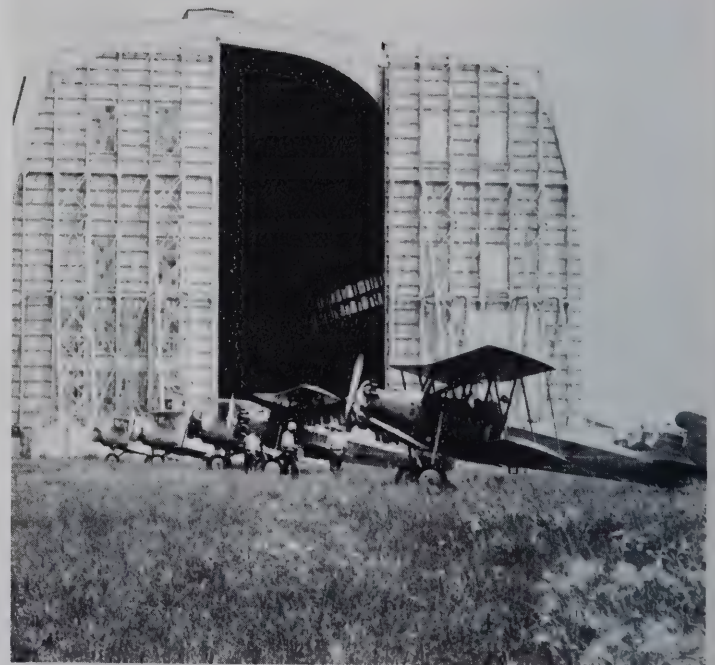


## ANDREWS

On the 15 March 1926, Naval Reserve Aviation began in the Nation's Capital.

In a letter to Lt. Edward Wadsworth Rounds, USNR, of the city of Washington, RADM B. F. Hutchison, Commandant and Superintendent of the Naval Gun Factory, authorized the organization of the Second Division, VT30 Reserve Aviation Squadron. Lieutenant Rounds was appointed Division Commander, as well as Naval Reserve Recruiting Officer, and charged with the task of building a Reserve squadron from the ground up.

The first aircraft assigned to the Naval Reserve at Anacostia was a Curtiss N2C. Two more of the same type aircraft were added in 1930 so the V06R Squadron would have enough planes to fly formation. In 1932, this squadron was assigned more space for shops and classrooms. By 1934, V06R had reached its peak of efficiency and was awarded the Noel Davis Trophy for being the best Naval Air Reserve Squadron in the nation that year.



First cruise to be held by District of Columbia air reservists at Cape May, N. J. In front of Blimp hangar are O2C-1 and N2C2, summer of 1933.



A two-week cruise in the 1930's consisted of much more than just reporting aboard and launching. In July 1935, newly re-designated VN6R with 45 men made its 14-day training cruise with the largest contingent in its history. They motored to Cape May, N.J., in a dozen cars and upon arrival set to work clearing a meadow for their OJ2, SV1 and JF aircraft.

A non-pilot pioneer was reservist photographer Harry J. Baudu, of Washington. Joining the NNV's in 1917, he was one of the first three photomates in the Navy. Many of the Anacostia pictures in the 1920's and 1930's were shot by him. He retired as a lieutenant in 1945.

Like the other Naval Air Reserve squadrons throughout the U.S., the men of Anacostia were integrated in the fleet at the beginning of World War II. In 1940, the Naval Reserve Aviation Base, Anacostia, began primary flight training of Naval Aviation Cadets. Over 1500 cadets were trained here, including one E. A. "Ace" Parker, who later became Commanding Officer of NARTU Andrews.



By 1947, the ramp and hangar at NARTU included SNJ trainers, F6F Hellcats, F4U Corsairs, F8F Bearcats, TBM Avengers, SB2C Helldivers, PBV5A Catalinas, SNB Beechcraft, R4D6 Skytrains and PV2 Harpoons. A hurricane warning in September 1947 caused 87 of the complement of 97 aircraft to be evacuated in two and one-half hours.

At the onset of the Korean conflict one of the two patrol squadrons recalled to active duty was from Anacostia. VP-661, flying PBVs, was called on 20 July, 1950.

The Chief of Naval Air Reserve Training Trophy was awarded to NARTU Anacostia in 1956 for the NARESTRACOM station or unit showing the most improvement. Two years later, Anacostia received the Trophy again.





In 1959, under the command of Capt. James A. Masterson, NARTU received the coveted Edwin Francis Conway Trophy for Efficiency. It was presented by VADM Robert B. Pirie, DCNO (Air).

On 15 August 1961, VP-661, augmented by crews from VP-663, was again called to active duty, this time for the Berlin crisis. The P2V squadron reported for duty at NAS Patuxent River.

In late 1961, the Bolling Anacostia aviation complex was closed due to expanded

air traffic at the Washington National Airport across the river, and a freeway skirting the field. In October, therefore, NARTU moved to a facility at Andrews Air Force Base, Md. With longer runways available, emphasis was placed on attack capabilities and jet-type aircraft began arriving in the spring of 1962. Attack squadrons were redesignated Fighter Squadrons and the pilots transitioned from AD "Skyraiders" to AF-1E "Fury" jets. Four-engine C-54 transports were assigned replacing C-47s.

NARTU Andrews was launched into the jet age on 19 April 1962 with the arrival of this AF-1E "Fury" jet.





1964 was a year of awards for NARTU Andrews. Under the command of Capt. E. A. Parker, NARTU received its second Edwin Francis Conway Trophy.

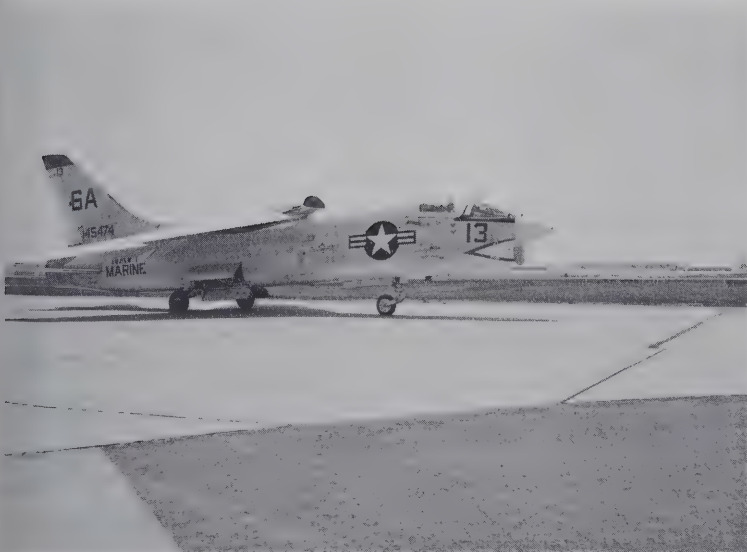
Other awards that year were the Chief of Naval Air Training Award (third time); The Secretary of the Navy Award for Achievement in Safety; three Noel Davis trophies (for VF-661, VP-662, and NAIRU-661); and the Chief of Naval Operations Aviation Safety Award for 1964 to VS-663.

Not resting on their laurels, the Reservists and TARs of NARTU Andrews won the Conway Trophy in 1965 for an unprecedented second year in a row, plus five Noel Davis Trophies, their second consecutive Secretary of the Navy Award for Achievement in Safety, and the Navy League of the United States Sheldon Clark Memorial Trophy for achievement of highest combat readiness recorded by any Naval Air Reserve Training Command activity.



## ANDREWS

F8-B







## ATLANTA

NAS Atlanta was commissioned in 1940 at the site of old Camp Gordon, a War I infantry training center.

Construction started and personnel began arriving during October 1940. Five months after the station was commissioned, the first class of primary students began training on dirt runways. Thousands of cadets received training here throughout the war.

The mission was changed with the commissioning of the Naval Air Reserve Training Command on 1 July 1946. Each weekend about 500 Naval and Marine Reservists participated in training drills.

The advent of high-performance aircraft

necessitated a move from its original site to its present location. This move from NAS Chamblee to NAS Marietta, was completed in 1959 and NAS Chamblee was officially closed in 1960.

On 21 March 1956, the station received its first P2V-3W "Neptune" Patrol Bomber from NAS, Willow Grove, Pa., to replace the PBY "Catalinas." The last of the PBY's was retained at NAS Atlanta, with the Chief of Naval Operations' approval, until 24 November 1956. On this date, during the station's 10th Annual Military Inspection, the last "Cat" was properly decommissioned with appropriate ceremonies, a tribute to the "Catalina's" proud record.

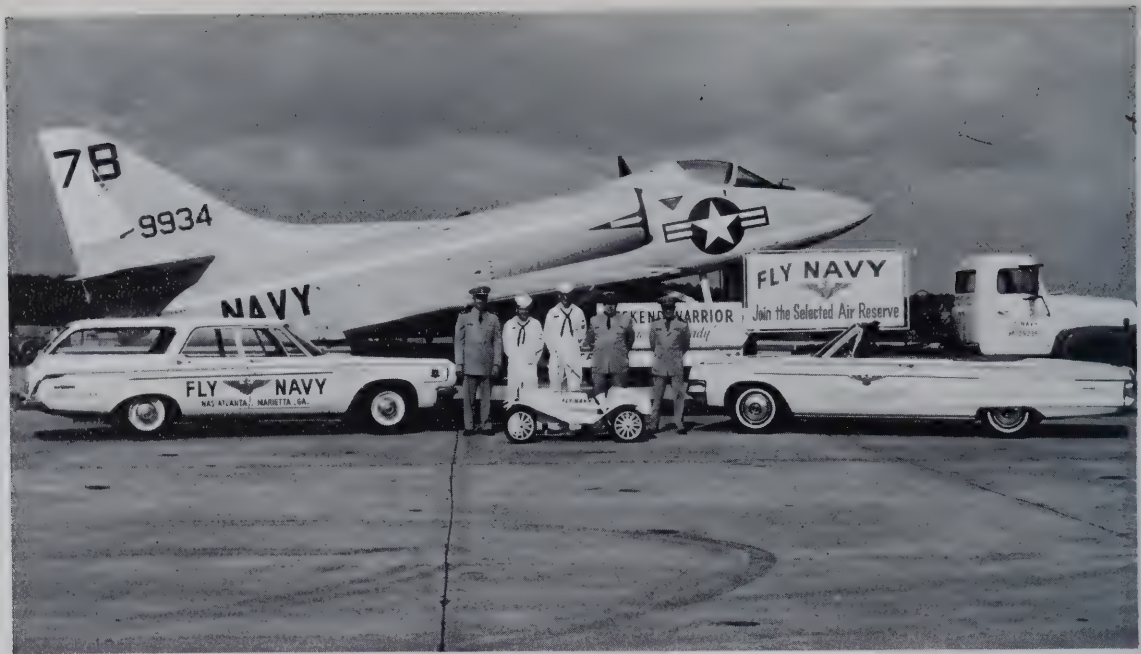


P2V-3  
"Neptune."



PBY-5 "Catalina."





In March 1962, the first "Fly Navy" convertible automobile was presented to NAS Atlanta by the Navy League of the United States. The 1962 Chrysler "Newport" was used extensively for naval Aviation Officer procure-

ment visits and public relations activities. For its first appearance in Atlanta the convertible was scheduled as the parade 'lead car' in the Atlanta 500 race at the Atlanta International Race Way just three days after arrival.



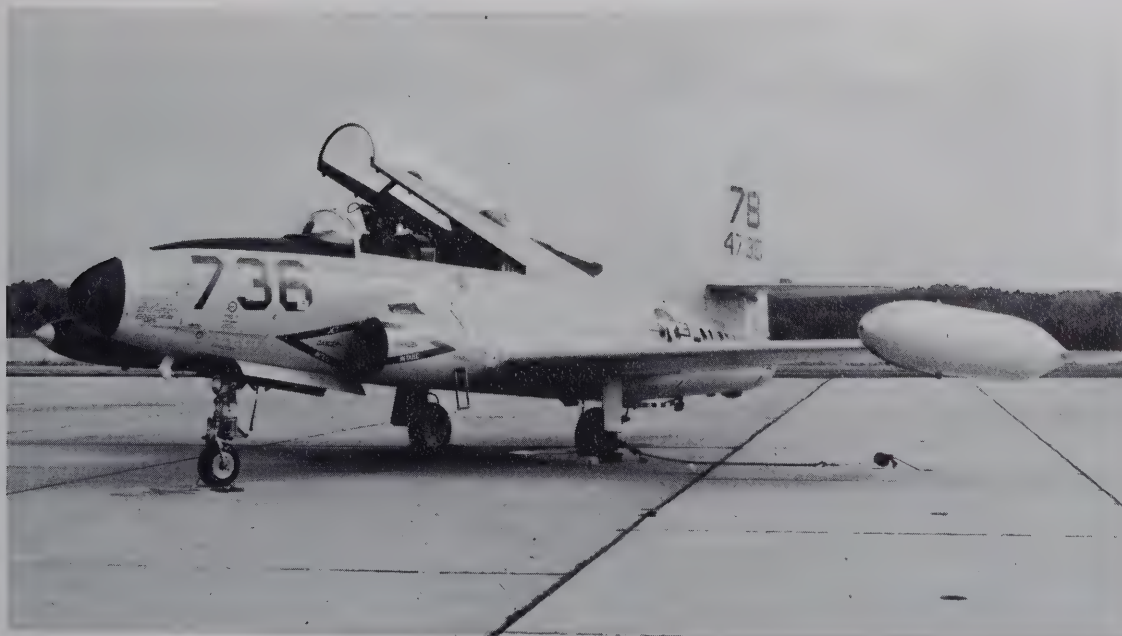
Stone Mountain, a famous landmark of the Atlanta area, is viewed by this pilot and new aviation officer candidate.





One of the fastest jet fighters used in the fleet today, the F-8 "Crusader" keeps the Naval Air Reservists combat ready at NAS Atlanta.

## ATLANTA



"Ready for a Jet-flight" - the T-1A is used as a jet transition trainer at NAS Atlanta.



Looking southwest at NAS Dallas' main hangar over the cow pasture foreground in pre-Pearl Harbor days. Mountain Creek Lake is in the upper left area of the picture. The north-south runway now extends about a mile out into the lake roughly paralleling the west shore.

## DALLAS

In October 1940 ground was broken for a Naval Aviation Reserve Base mid-way between Dallas and Fort Worth near the town of Grand Prairie, a 319-acre plot purchased by the City of Dallas and leased to the Government for a dollar a year. A \$2,000,000 contract was let for the construction of runways and necessary buildings and the new establishment became known locally as the Prairie Navy.

On 15 May 1941, the base was commissioned

with 15 officers, 109 enlisted men, 35 students and six "Spartan" training planes.

The original mission of the station was to provide training for Naval Aviators. To this was soon added a secondary responsibility for testing and accepting all aircraft delivered to the Navy by the North American Aviation Plant. During the next four years 4,421 SNJ "Texan" trainers were produced and accepted through NAS Dallas.



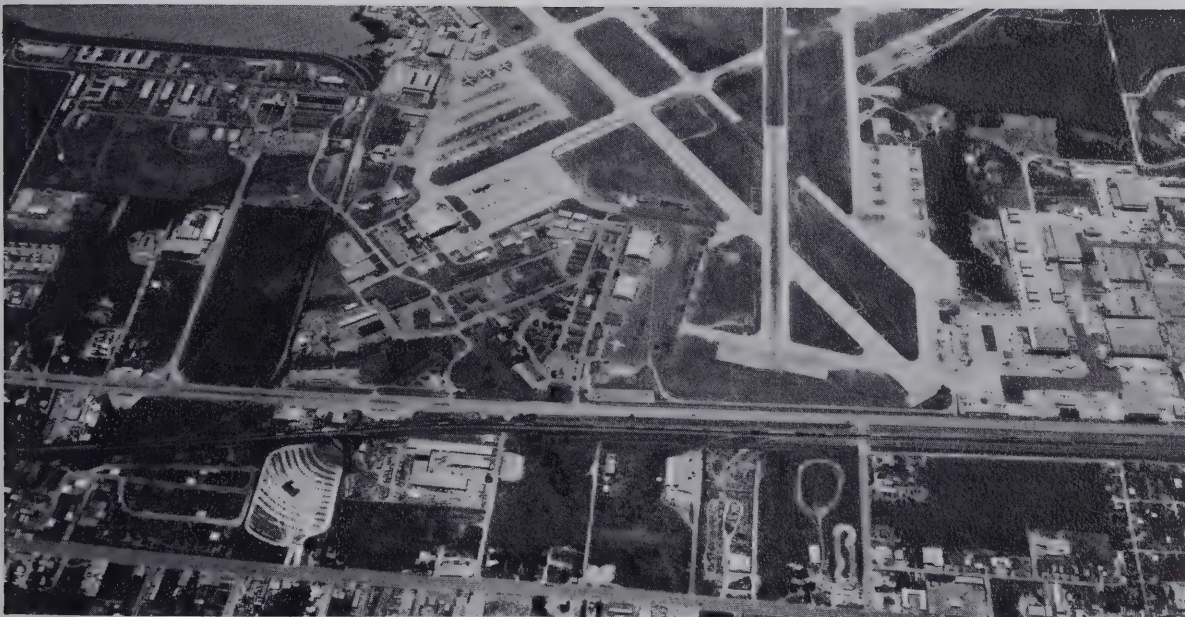


LCDR J. W. Jarvis, USNR, made the first Dallas Reserve landing aboard USS Wright during his two-week cruise in the summer of 1950. His F6F rolled to a stop and Jarvis broke out the Lone Star flag.



Shortly afterward, a third mission was added to train enlisted personnel in aviation skills.

In 1943, Congress authorized the enlistment of women in the Navy and NAS Dallas went co-educational.



NAS Dallas

First Reserve Squadron to land on carrier since World War II.

In September 1948, a Dallas Reserve Squadron made the first post war training cruise by a Reserve Squadron, climaxed by the first carrier landings of such a squadron on USS Wright off Pensacola.

Two years later the same squadron responded to a more serious challenge by becoming the first squadron to be recalled to active duty in a National Emergency. Eight days later, VA-702 reported in full readiness to the Commander, Naval Air Force, U. S. Pacific Fleet.



Altogether, six Dallas-based squadrons saw action in Korea.

Following Korea, the FH-1, "Phantom" jets replaced the F6F's. In time the "Phantom," too, became obsolete and was replaced in 1954 by the swept-wing F9F "Cougar."

A Patrol Squadron 703 was mobilized again in 1961 during the Berlin crisis.

In 1963, NAS Dallas was selected as the first Naval Air Reserve activity to receive the F3 "Crusader."





Now grown to three times her original size, NAS Dallas is proud of her past and faces a promising future. One-thousand-mile-an-hour jet fighters roar from runways capable of handling every type of modern Navy plane. Anti-submarine "Neptune" bombers range far out into the Gulf of Mexico on simulated problems under positive control of the station's new Operational Control Center. The Azores, Spain, Gibraltar, Port Lyautey, and Athens are common ports of call for globe-circling C-54 transports and their Reserve crews lending fleet support while conducting annual training duty.

Taking off over the lake that surrounds NAS Dallas on two sides, this "Crusader" begins a night flight.

## DALLAS



# GLENVIEW

Progress and improvement has always been a part of Naval Aviation. Such was the case when the United States Naval Reserve Aviation Base at Great Lakes, Ill., founded September of 1923, proved inadequate to handle the newer and higher-performance aircraft of the late thirties.

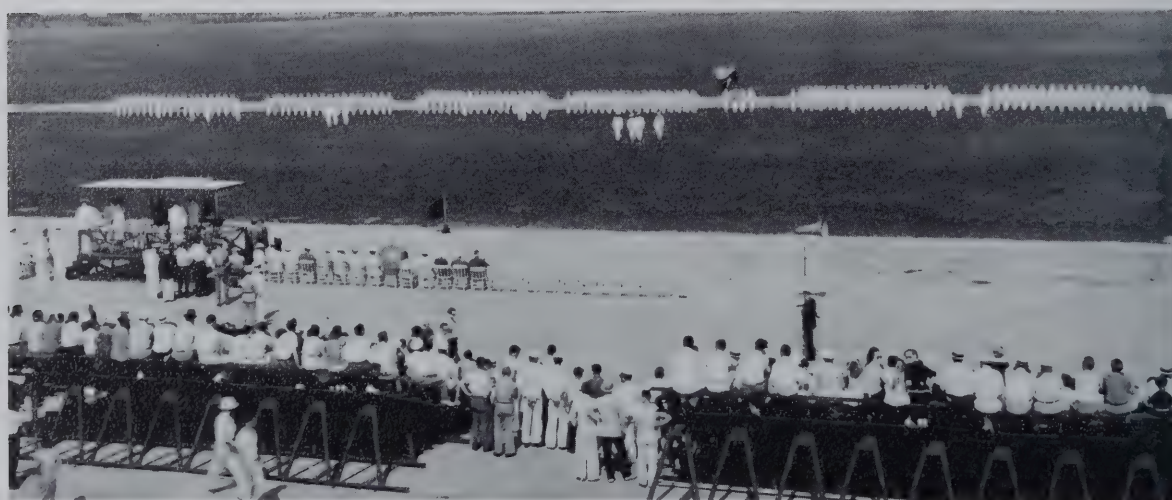
RADM John Downes, USN, Commandant, Ninth Naval District, recommended that the Reserve Aviation Base be moved to the Curtiss-Reynolds Airport, Glenview, Ill. This recommendation was approved by Admiral William D. Leahy, USN, then Chief of Naval Operations, and construction was started on the Naval Reserve Aviation Base of Glenview, of 4 January 1937.

The formal commissioning of the Naval Reserve Aviation Base, Chicago, (Glenview), Ill. took place on 28 August 1937 with Lieutenant Washburn, USN, as Commanding Officer.

During the next few years, elimination flight training was conducted for students seeking appointment as aviation cadets. Students who met the required standards were transferred to NAS Pensacola, Fla., as aviation cadets for further training.



During the latter part of 1941, when the United States entry into World War II appeared imminent, it became apparent that facilities for Primary Flight Training must be expanded. Accordingly, Primary Flight Training was transferred to the Naval Reserve Bases throughout the country.



Dedication of NAS Glenview August 1937.





With the arrival on 20 June 1944, of RADM Osborne B. Hardison, USN, Chief of Naval Air Primary Training Command, Glenview became the Headquarters Station of the Naval Air Primary Training Command.

During World War II, nearly 9,000 aviation cadets were given their Primary Flight Training at Glenview. Training planes rolled up 786,928 daytime and 27,465 night time flight hours. Take offs and landings were estimated to be more than 2,225,000.

On 1 July 1946, NAS Glenview discontinued its function as the Primary Training Command and returned to the Reserve Training Command.

On 1 February 1949 Glenview's Carrier Air Group 71, under LCDR Richard K. West, was selected to initiate the program designed to requalify organized reservists in carrier operation by training aboard the USS Cabot. For this operation the air group received a "Well Done" from the Secretary of the Navy, the Chief of Naval Training and the Chief of Naval Air Reserve Training.

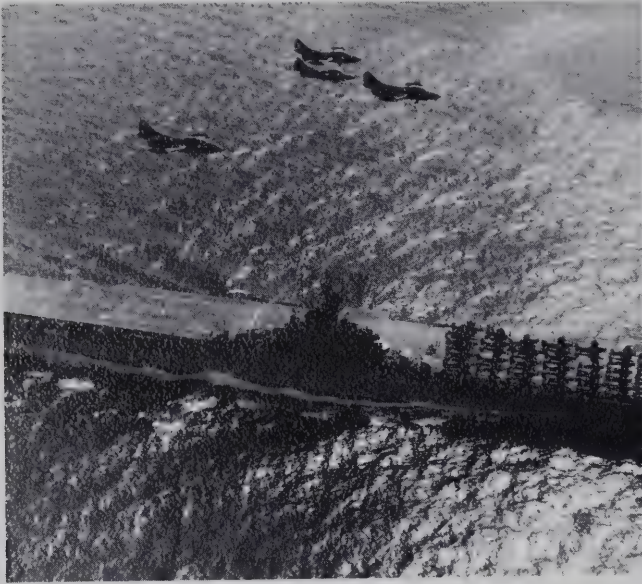
AS Glenview, Ill.

Three Navy bi-planes over the operations building at NAS Glenview in the late 1930's.





VF 721 NAS Glenview aboard USS Boxer.



During the Korean Conflict, NAS Glenview supplied squadrons for active duty.

In 1958, Air Wing Staff 72, was presented with the Noel Davis Trophy by RADM Allen Smith, Jr. at the Annual Military Inspection. The squadron was judged the most efficient of its type in the Command. The Commanding Officer, CDR Richard West, was replaced after his death in December 1957 by CDR Harold Sumi.

Today, the station covers over 1,500 acres. There are 27 reserve squadrons aboard, including five Marine Reserve Squadrons, and a Wing Staff Administration Group. Twenty-five hundred inactive reservists in the Midwest belong to these squadrons.

Another major responsibility of the Naval Air Station is to recruit officers and enlisted personnel for all Naval Aviation programs.



NAS Glenview





A4B



C-118

## GLENVIEW



S2F



EP-2E

## GROSSE ILE



Grosse Ile airport in the early 1940's.

Naval Reserve Aviation activity in the area now served by NAS Grosse Ile started unofficially in 1925 under the leadership of LT Robert Bridges, USNR.

Official status was conferred upon this fledgeling operation when the unit received its first aircraft, NY-1, and LT C. D. Williams was appointed as Commanding Officer. Flight operations began at the Mt. Clemens Army Air Base (now Selfridge Air Force Base).

In 1927, the State of Michigan acquired five acres of land on Grosse Ile. Negotiations between the state and the Navy Department gave the use of these facilities to the Navy Reserve Aviation Unit.

With only one officer and four enlisted men the Navy had its beginning on Grosse Ile. The five-man team set about training 25 reservists who reported aboard for week-end duty.

Through the 1930's, three reserve squad-

rons were based at Grosse Ile; they were Navy Squadron VN9RD9 and Marine Corps Reserve Squadrons VO-5MR and SS-2MR. The Navy Squadron later became VS-8R and in 1938 VO-5MR was replaced by NVS-5R.

With meager government appropriations characteristic of the depression years, the squadrons were able to average about 1,700 flight hours per year.

Aircraft based at Grosse Ile at various times during this pre-war period include O2C-1's, N2C-1's, FF-2's, OJ-2's, N2C's, NY-3's, TYM-1's, N3N-1's, CBS-4's, J2F-4's and SNJ's.

Station personnel allowances at this period averaged three officers and 60 enlisted men. Reserve squadrons attached to the Base - including non-pay reservists -- averaged about 65 officer and enlisted personnel each.

Between 1934-36, the state inaugurated a \$250,000 construction program to improve facilities.



World War II brought the biggest expansion the island base had ever seen. In 1942, the Naval Reserve Air Base prepared to train cadets for both the U.S. Navy and the British Royal Navy Air Force.

In a short time the base almost doubled in size. Another much larger hangar was constructed, a large drill hall was built near the main gate and longer, wider concrete runways were installed. A huge center mat and a wide ramp next to the hangar buildings were poured for aircraft parking spaces.

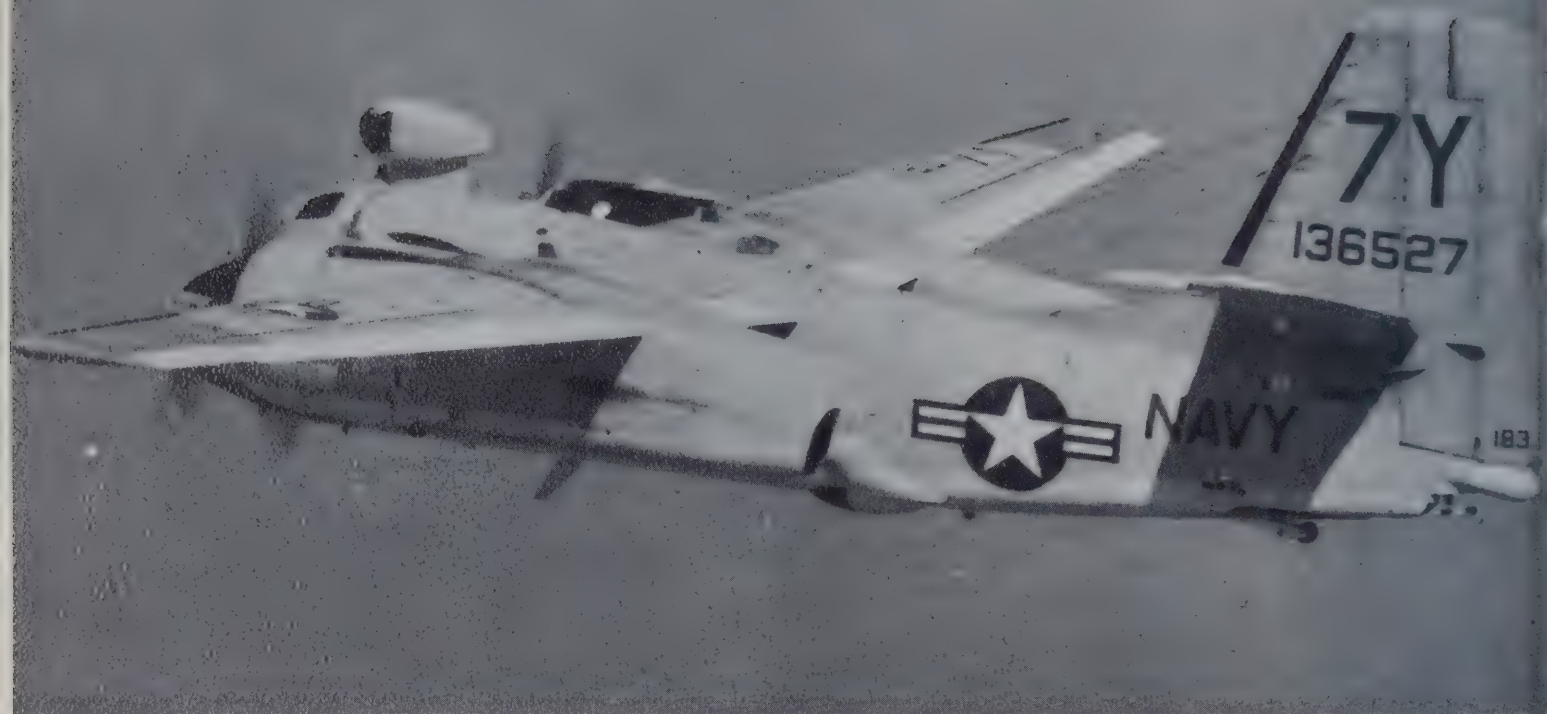


Early aviator at Grosse Ile.

Also during this expansion program barracks, a mess hall, a swimming pool and a recreation building were constructed.

Thus the little seaplane base, to keep pace with the advancing Air Age, rapidly turned into a large, modern, military air station. As a result of the expansion, the Naval Reserve Aviation Base officially became U.S. Naval Air Station, Grosse Ile effective 1 January 1943.





## GROSSE ILE

With the end of the war came a change in mission. Instead of training pilots to go into war, the station now became a center for helping pilots and aviation specialists to maintain their hard-earned experience and skills.

The Naval Air Station became part of the nationwide Naval Air Reserve Training Command.

The advent of the Korean Conflict proved the usefulness of a ready Naval Air Reserve. Three NAS Grosse Ile squadrons were recalled to active duty in 1951: Navy Patrol Squadron 731, Marine Fighter Squadron 251 and Marine Ground Intercept Squadron 190.



In the summer of 1961, Navy Air Anti-Submarine Squadron 733 was recalled as part of the "Berlin Buildup." Many other reservists attached to NAS Grosse Ile "Week-end Warrior" squadrons were recalled at the same time to bring VS-733 up to fleet strength, and the last of the squadrons was released to inactive duty 1 October 1962.

The 35th birthday of naval aviation on

Grosse Ile was celebrated 3 September 1962 when more than 100,000 persons crowded aboard the station to see a spectacular air show. Combined with the Labor Day holiday, the event drew the largest throng NAS Grosse Ile had ever seen. Station personnel proudly displayed a modern Naval Air Station comprising 604 acres and a physical plant valued at more than ten million dollars.

Aerial view of NAS and the island of Grosse Ile.







A modern day NARTU Jax recruiting vehicle.

## JACKSONVILLE

Florida's Naval Air Reserve Training Unit, located aboard the Jacksonville Naval Air Station and better known as NARTU Jax, is one of 18 Naval Air Reserve Stations or training units strategically located throughout the United States.

NARTU Jax was organized in April 1946, at Cecil Field Naval Auxiliary Air Station when Capt. Frederick W. Priestman reported as Officer-in-Charge. The command moved to the Jacksonville Naval Air Station in September 1946.

The first NARTU Jax squadrons to utilize their Reserve combat training were Fighter Squadron 741 and Patrol Squadron 741 when they reported for duty in February and March of 1951 during the Korean Conflict.

NARTU's Patrol Squadron 741 was presented the Noel Davis Trophy by Under Secretary of the Navy Thomas S. Gates, Jr., on 28 October 1956 for its proficiency.

In 1961, Patrol Squadron 741 was again mobilized to provide support for the fleet during the Berlin Crisis. The squadron remained on active duty for one year operating with Fleet Air Wing Eleven of the Jacksonville Naval Air Station.

Today the Naval Air Reserve Training Unit has 30 officers and 309 enlisted men on active duty who act as the nucleus for the training of 13 selected reserve squadrons and units now attached to the Jacksonville-based command.

NARTU Jax operates anti-submarine and patrol aircraft, transports, trainers, and jet attack aircraft.

It is also the Florida and South Georgia Headquarters for the recruiting of Naval Aviation Officers and enlisted men in the aviation field of the Navy.

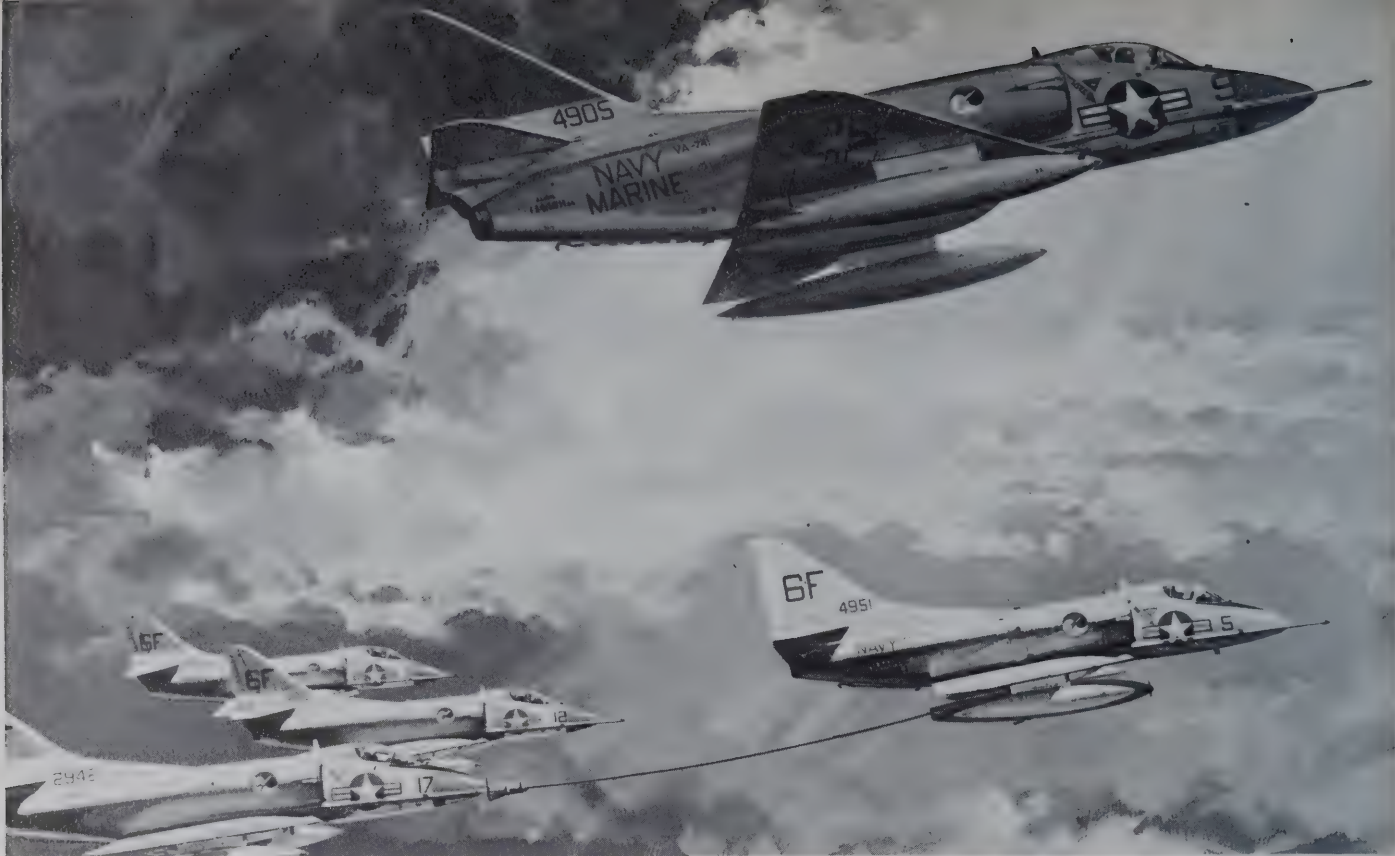




Early Jacksonville Reserve F6F "Hellcats."

Modern Jax Reserve A4B "Skyhawk."





A4B Skyhawks, jet attack aircraft of the Jacksonville Naval Air Reserve Training Unit, are depicted in this painting by artist Roy Grinnell.



## JACKSONVILLE

RADM Richard L. Fowler, Chief of Naval Air Reserve Training, inspects the Franklin D. Roosevelt Squadron, Navy League Sea Cadets, during the Annual Military Inspections of the Naval Air Reserve Training Unit, Jacksonville, Fla., on 15 January 1966.



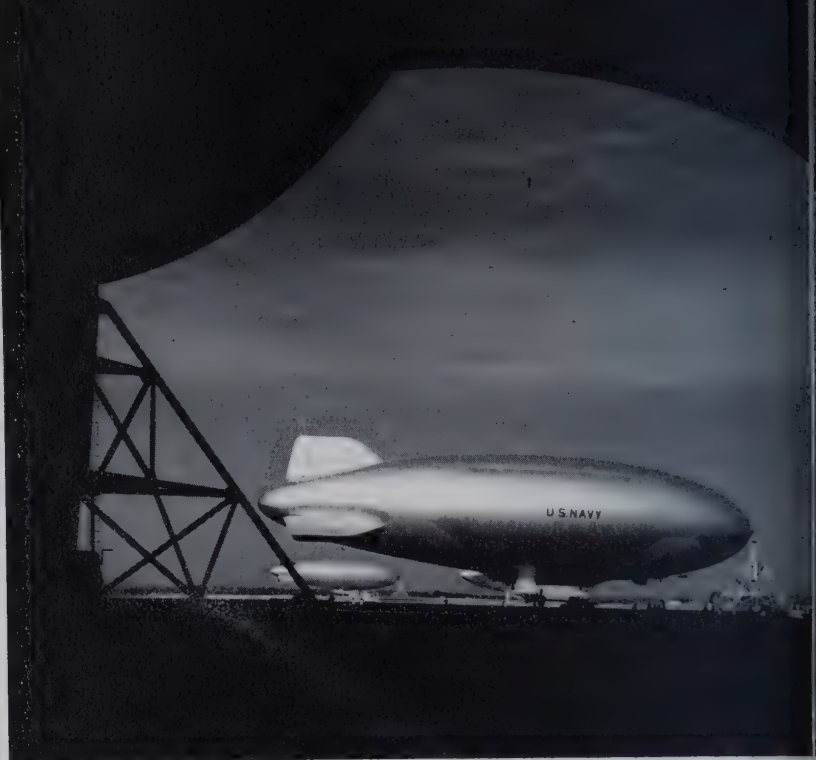
The Jacksonville Naval Air Reserve Training Unit has three basic aerial missions: anti-submarine, transport and attack. The Reserve Unit presently operates the C-118 "Liftmaster," the S2F "Tracker," the SH34J helicopter, the long-range SP2E "Neptune," and the A4B jet attack "Skyhawk." The unit also has a T33 jet trainer, a T34 trainer and one UC45J.



In October 1963, NARTU Jacksonville participated in emergency mercy operations to aid the people of Haiti, hit hard by Hurricane Flora. NARTU transports airlifted food and clothing from Fort Myers, Fla., to Port-au-Prince, Haiti.



On 3 June 1964, LCDR Donald E. Kough, USNR, flew from Jacksonville to Alexandria, La., with coral snake serum to aid a stricken herpetology student of Louisiana Tech College.



## LAKEHURST

In June 1947, CDR Raymond C. Gossom assumed command of the newly-commissioned Naval Air Reserve Training Unit at NAS Lakehurst, N. J. The first Naval Air Reservists attached were "Lighter Than Air" pilots, many of whom had fought the Battle of the Atlantic in blimps based at NAS Lakehurst during World War II.

In their helium-filled, non-rigid airships they had hunted Hitler's U-Boats far out to sea. As experienced blimp crews they were

able to give the newly-formed reserve squadron, ZP-751, the operational competence typical of the fleet "Lighter Than Air" squadrons also based at Lakehurst.

In June 1950, NARTU Lakehurst contributed many of its reserve personnel to active service, just as the other Naval Air Reserve Training Command activities did.

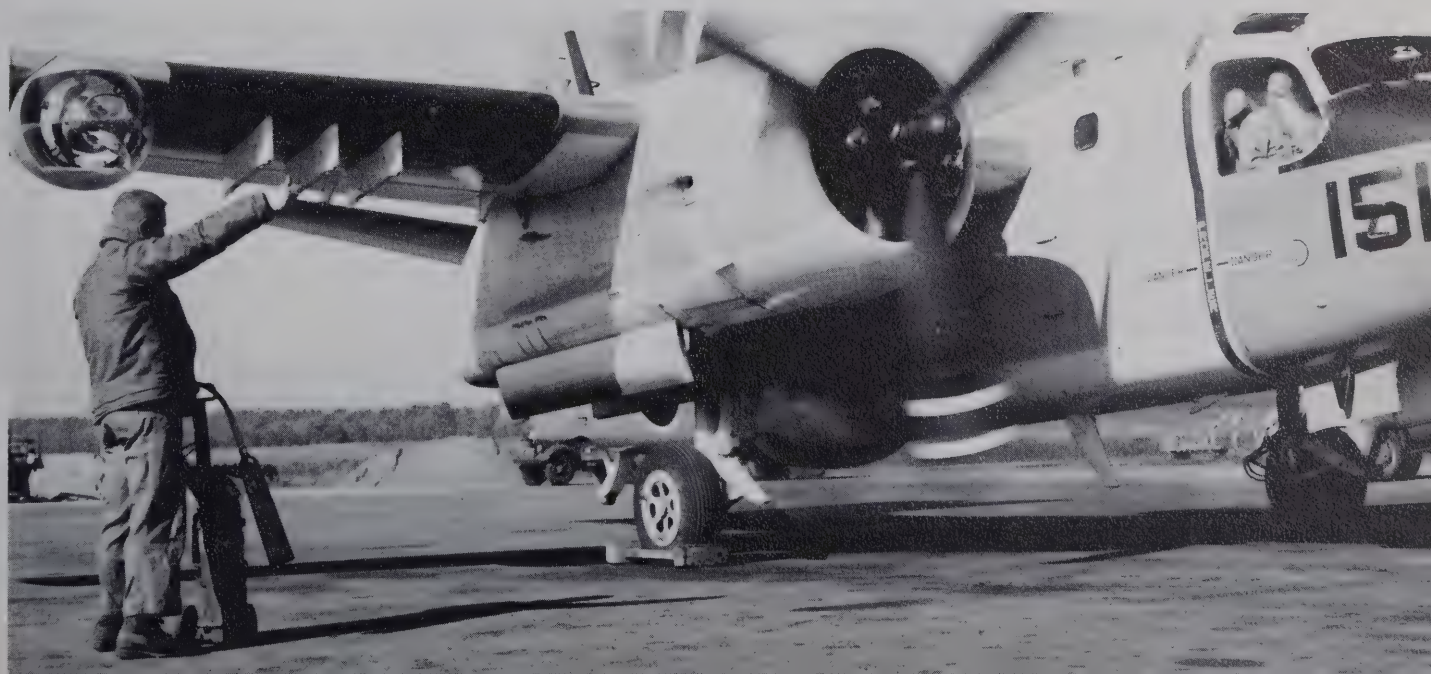
Soon after the Korean emergency, in July 1954, NARTU Lakehurst received its first



fixed-wing Naval Air Reserve squadron, VS-751. The new squadron flew the twin-engine S2F "Tracker".

Exactly one year later, in July 1955, helicopters arrived. Reserve Helicopter Utility Squadron (HU) 751 was formed and its pilots flew the Piasecki HUP on air sea rescue, ASW, and harbor patrol training missions. Also during 1955, the Bureau of Aeronautics Training Unit (BARTU) 751, which soon changed to Bureau of Weapons Training Unit (WEPTU) 751, was commissioned.

In 1956, a second ASW squadron, VS-752 was commissioned and in 1958, VS-753. With the arrival of the fourth ASW squadron, VS-754 in October 1959, NARTU Lakehurst's transition from "Lighter Than Air" to "Heavier Than Air" was almost complete, for in December 1959 the blimp squadron was decommissioned and its per-





C-117 on line at Lakehurst.



S2F practices feathering engine, returning from patrol.

sonnel assigned to other squadrons and units.

Three years later, in 1962, the Navy decommissioned all LTA squadrons and closed the final chapter of a great aviation era.

Almost eclipsed by the loss of the blimps was the arrival of HU-752 in December 1959.

Additional squadrons were added in the sixties -- among them WEPTU-752 in July 1961; Naval Air Reserve Intelligence Unit (NAIRU) 751 and VR-751 in 1962; VR-752 in 1963; NARMU-751 and NARMU-752 in 1964.

Other changes which occurred during the sixties were -- the HU squadrons were redesignated as ASW squadrons HS-751 and HS-752 in 1962 and their HUP helicopters were exchanged for Sikorsky SH34J's; VS-753 was decommissioned and VS-754 was

redesignated as VS-753; in 1965, C-54Q four-engine transports replaced the C-117D two-engine transports flown by the VR squadrons.

The 19-year history of NARTU Lakehurst has been marked with achievement. In 1959 and 1960, VS-751 was recognized as the outstanding VS squadron in the Naval Air Reserve and awarded the Noel Davis Trophy both years. Following this distinction, VS-751 was called to active service for one year during the Berlin Crisis.

HU-751, now designated as HS-751, was awarded the Chief of Naval Operations Safety Award in 1959.

NARTU Lakehurst itself, in 1963 and 1964, won the Lockheed Recruiting Trophy and in 1964 won the Bear Trap Trophy and the Chance Vought Trophy for achievement in aviation officer procurement.



## LAKEHURST

NARTU Lakehurst is ideally suited for Naval Air Reserve Training due to close proximity to ocean training areas for ASW training, being near large population centers from which to recruit personnel, and because of its location in open country with excellent facilities and shops.



Morning colors at Hangar Six.

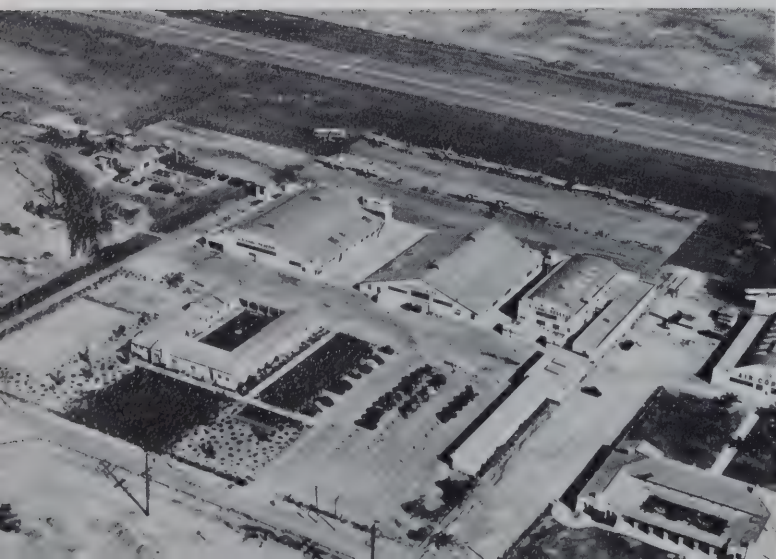
Anti-submarine Warfare technicians train on electronic apparatus identical to that found in aircraft.





NRAB's first hangar, built on Cherry Street by the City of Long Beach (1929).

## LOS ALAMITOS



Naval Reserve Aviation in the Southern California area had its start in 1928 in a humble, barn-like hangar at the Naval Reserve Aviation Base on Cherry Street in Long Beach. In this age of gleaming equipment and almost unlimited training resources, it is difficult to realize that, at its inception, the entire strength of Naval Reserve Aviation in this area consisted of only one officer, one third-class yeoman, and one ancient (but willing) airplane, a UO-1, which was operated on a gas-available basis.

One of the pioneers who sheltered the tiny spark in Long Beach was Lt. Esten B. Koger, USNR. His remarkable job of liaison with the city of Long Beach was largely responsible for the prominence of Naval Reserve Aviation in Southern California today.





Curtiss NC-1, 1936.



Eddie Peabody, Naval Air Reserve pilot -- and "King of the Banjo," 1937.

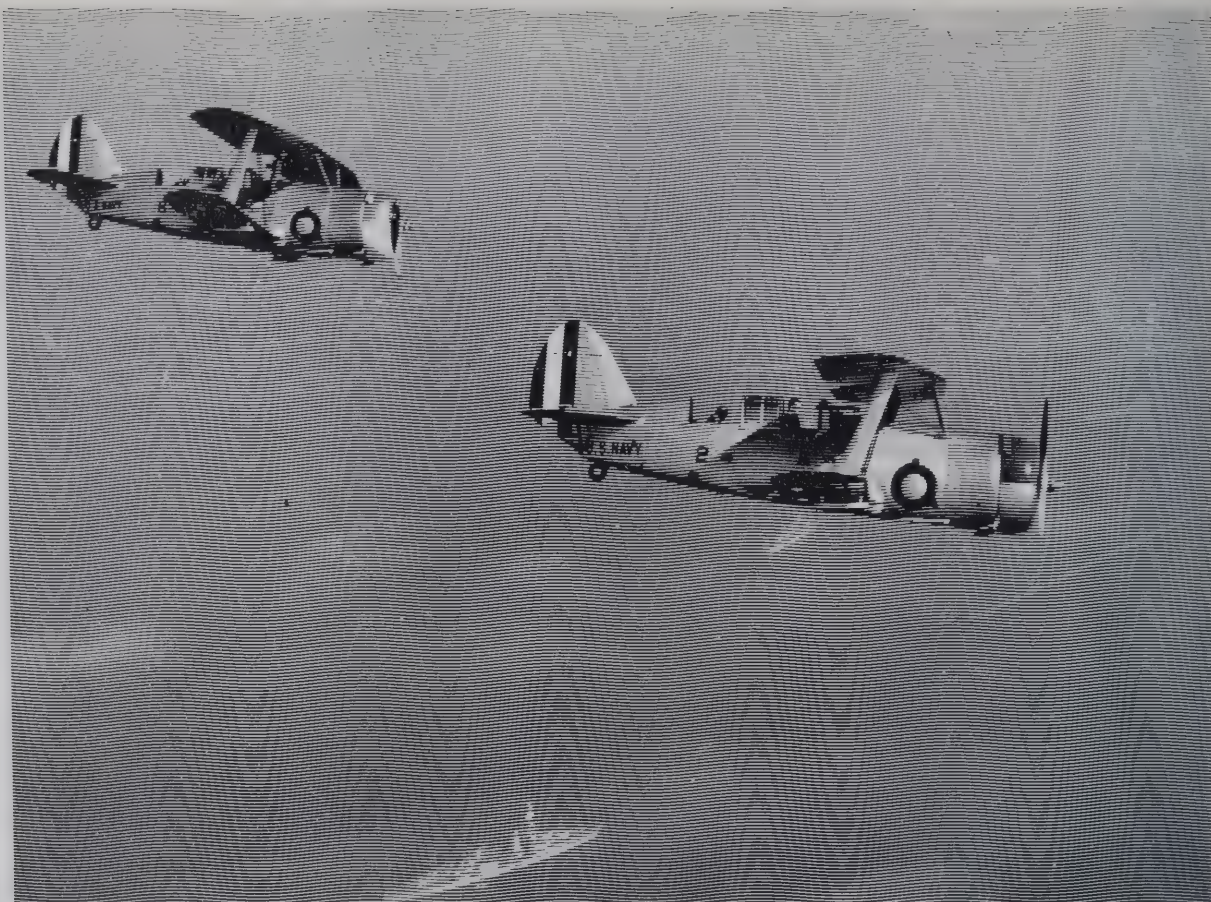
By 1937, the Naval Air Reserve was a going business. Flight operations were now interfering with civilian air traffic at Long Beach airport. Existing facilities were inadequate, forcing a move to another location on Spring Street. The station now had two hangars, an overhaul building, a much larger administration building, a new runway and two tennis courts. The drill pay averaged 5 to 15 dollars a month but the ranks were full. Aviation cadets were selected from the cream of college graduates. An enlisted man had to earn the right to join, spending at least three months doing the most menial tasks before he could even talk about signing up. Even then, he had to wait for a vacancy. Third class petty officers wore at least two hash marks.



Wallace Beery, Naval Reserve Officer, 1938.



Grumman SF-1 line, Long Beach.



SBC-4's over Long Beach.

WAR!...The squadrons were called to active duty and most of the men were scattered to such bases as Atlanta, New Orleans and Dallas. Flight operations were increasing. More aviation cadets were being indoctrinated and it was becoming impractical to continue quartering them in boarding houses. Barracks were needed and no land for expansion was available at the present location.

As a result, NAS Los Alamitos was commissioned in early 1942 and became a beehive of activity as a primary flight training station, doing its part in training much-needed pilots for the fleet. Soon thereafter, the bright yellow N3Ns and Piper Cubs gave way to fleet-type aircraft as the wartime tempo increased. NAS Los Alamitos became an important Air Group Staging Center under the Fleet Air Detachment.





After the war, many of the officers and enlisted men returned to their civilian pursuits. Naval Air Station Los Alamitos became part of an ambitious plan. It would attempt to keep the giant Naval Aviation air armada alive in the Southern California area as a part of a nationwide network of Naval and Marine Air Reservists. Squadrons filled up fast; flight operations became heavier each day and the skies over Long Beach were filled with World War II F6Fs, F4Us, PV-1s, TBMs and SB2Cs.

In 1950, things were getting hot in Korea! Naval and Marine Air Reservists throughout the country were being ordered to active duty and NAS Los Alamitos led the pack. As an indication of the spirit at the station, every officer and most of the enlisted men in squadron VF-781 volunteered for active duty. Six of the organized reserve squadrons and many individual technicians gave good accounts of themselves in combat. The "Week-end Warrior" program was proving itself under fire.

## LOS ALAMITOS



Squadron VF-781, first squadron in the United States to volunteer for active duty after the conflict in Korea started.



Berlin raised its wall. In response to the call of the Commander-in Chief, two NAS Los Alamitos anti-submarine squadrons, VS-771 and VS-772, reported for active duty and served, intact, as units of the fleet. All hands served with distinction and the squadrons returned with commendations from Fleet Commanders for a job "well done".

In 1960, the section of Long Beach known as "Los Alamitos" incorporated as a city and the station changed its mailing address from U.S. Naval Air Station Los Alamitos, Long Beach, California to U.S. Naval Air Station, Los Alamitos, California. This modern 1300-acre plant is the largest of the 18 Reserve Air Stations and Units in the Naval Air Reserve Training Command. It receives raw materials from Southern California, Arizona and Nevada. It processes this material and turns out a product of the highest quality and tremendous present and future utility - the pilots and aircrewmen of the combat-ready United States Naval Air Reserve.





## MEMPHIS

The Naval Air Reserve Training Unit, Memphis, is part of the complex of 11,000 officers and men comprising the Memphis Naval Air Station located 18 miles north-east of the City of Memphis.

Primary mission of the unit is to train, support, and co-ordinate the movements of nine locally-based Naval Air Reserve squadrons having a total strength of almost 800 officers and men. These so-called "Citizen-Sailors" or "Week-end Warriors" come primarily from Tennessee and the nearby states of Arkansas, Missouri, Alabama, Mississippi, Kentucky, and Illinois.

The NARTU Memphis has an assigned complement of 264 active duty officers and men and 37 aircraft. These aircraft include utility, trainer, patrol, transport, and jet types.

Primary tasks necessary to accomplish the mission are:

**Training and Administration**--Under this category is the supervision of flight and ground training for Naval Aviators.

The training of Aviation Ground Officers and enlisted personnel of the individual squadrons assigned at the NARTU.

**Recruit Training**--NARTU annually conducts the Recruit Training phase for 1,500 accelerated aircrew trainees from the entire Naval Air Reserve Command. The trainee receives five months of intensive rate training at one of the Naval Air Technical Training Center Class "A" schools after completing the 28-day basic training program. At the end of the trainee's six months of active duty, he is assigned to drill status in a Reserve aviation squadron for practical training as an aircrewman.

Naval Air Reserve squadrons/units currently assigned at the NARTU include Fighter (jet) squadrons 791 and 792; Patrol Squadrons 791, 792, and 793; Transport



Squadrons 792 and 793; Command Air Wing Staff 79; and Naval Air Reserve Intelligence Unit 791.

Marine Reserve Squadrons operating aboard the NARTU include VMF-124; VMF-221; MARG-16; and VTU-12.

The Naval Air Reserve Training program at NARTU Memphis officially got underway 1 July 1946.

The following year saw the first post-war tactical maneuvers for Naval Reservists. Tabbed "The Battle of Brandywine Island," it took place in the skies around Memphis.

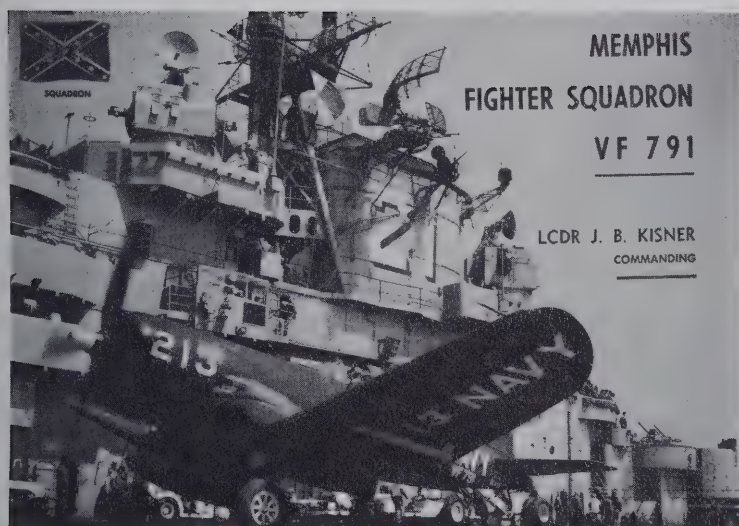
By mid-1948, the first jet fighters began to appear in the local inventory. Two FH-1 "Phantoms" were flown in from Quonset

Point, R.I., to be used by the "Week-end Warriors."

In 1950 came the call-up of Fighter Squadron 791, one of the first Naval Air Reserve units to see action in the Korean conflict.

VF-791, flew from the deck of the Aircraft Carrier USS Boxer and gained world-wide fame as the "Fighting Rebels." The 'Rebel' flag, which became the insignia for the squadron during the Korean action, flies each time VF-791 participates in active duty for training.

During the eight months of Korean duty, the squadron lost neither personnel nor aircraft.



F4U landing on flight deck of USS Princeton.

On 31 October 1961, VP-793 was recalled to active duty in connection with the Berlin crisis. VP-793 officers and men were recalled on an individual basis to augment Patrol Squadron 933 at Willow Grove, Pa. The squadron was deployed to Atlantic fleet duty with Fleet Air Wing Five.

A total of 84 Reservists, and eight active-duty personnel from NARTU Memphis, joined the Willow Grove unit for almost a year of action.

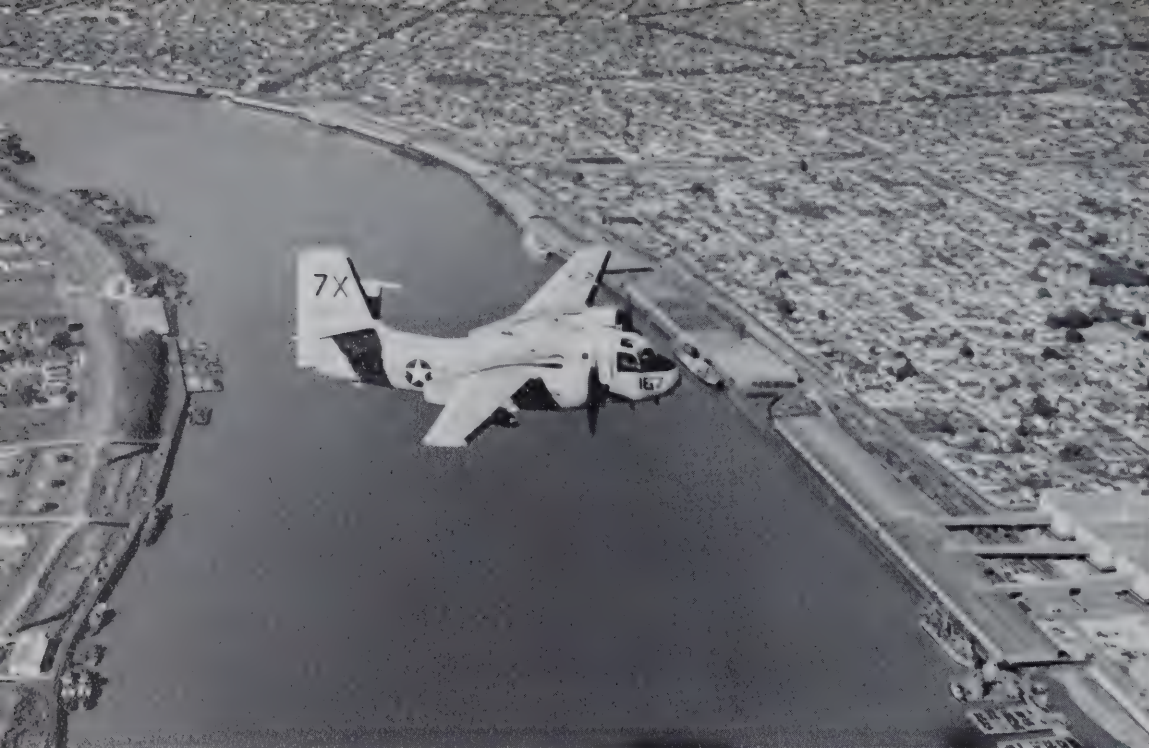


## MEMPHIS









Aerial view of NAS  
New Orleans (Cal-  
lender Field)  
hangar.

S2F "Tracker" over the Missis-  
sippi. On 1 July 1965, S2Fs were  
replaced by S2E's.

## NEW ORLEANS

Docking of USS Lexington at New  
Orleans is assisted by 85-day  
Recruits.





Naval Aviation first came to New Orleans in July 1941 when the Naval Reserve Air Base, located on the shores of Lake Pontchartrain, was commissioned.

Because of the Navy's pressing needs for naval aviators in the early part of World War II, the station was designated a Naval Air Station in November 1942 and took on the role of a Primary Training Base for student naval aviators.

This training mission continued throughout the war.

After the end of hostilities, the station again changed its primary mission. In 1946, Naval Air Reserve training became the primary mission.

In the summer of 1948, the idea of a joint Air Reserve Center was conceived and the plans laid for the present facility which serves the U. S. Air Force Reserve, the U. S. Marine Air Reserve Training Detachment, the U.S. Coast Guard Air Station and the Louisiana National Guard.

In December 1957 the American Flag was raised and the station rapidly prepared for resumption of operations. On 6 January 1958 the first aircraft were flown from the new runways by the Naval Air Reserve squadrons.

The installation was dedicated April 1958 to Alvin Andrew Callender who lost his life in World War I while fighting with the Royal Flying Corps. Callender was an American citizen who joined the Royal Canadian Air Force.

Navy Blimp arrives to promote enlistments in 1960 and 1961. The New Orleans recruiters won the Lockheed Aircraft Trophy for First Place in Naval Air Reserve Training Command recruiting program.



A4B "Skyhawks," NAS New Orleans.







With 7th Fleet off coast of Korea.

## NEW ORLEANS

During the Korean and Berlin crises, NAS New Orleans provided instant manpower. In July 1950, Fighter Squadron 821 was called to active duty, followed by Fleet Air Service Squadron 821 in February 1951. Anti-Submarine Squadron 821 was called to active duty in October 1961.

When Hurricane "Betsy" struck the city with 145-mile winds in 1965 with what was described as New Orleans' most devastating storm, the Naval Air Station personnel performed an outstanding task of rescue, reconstruction and rehabilitation.

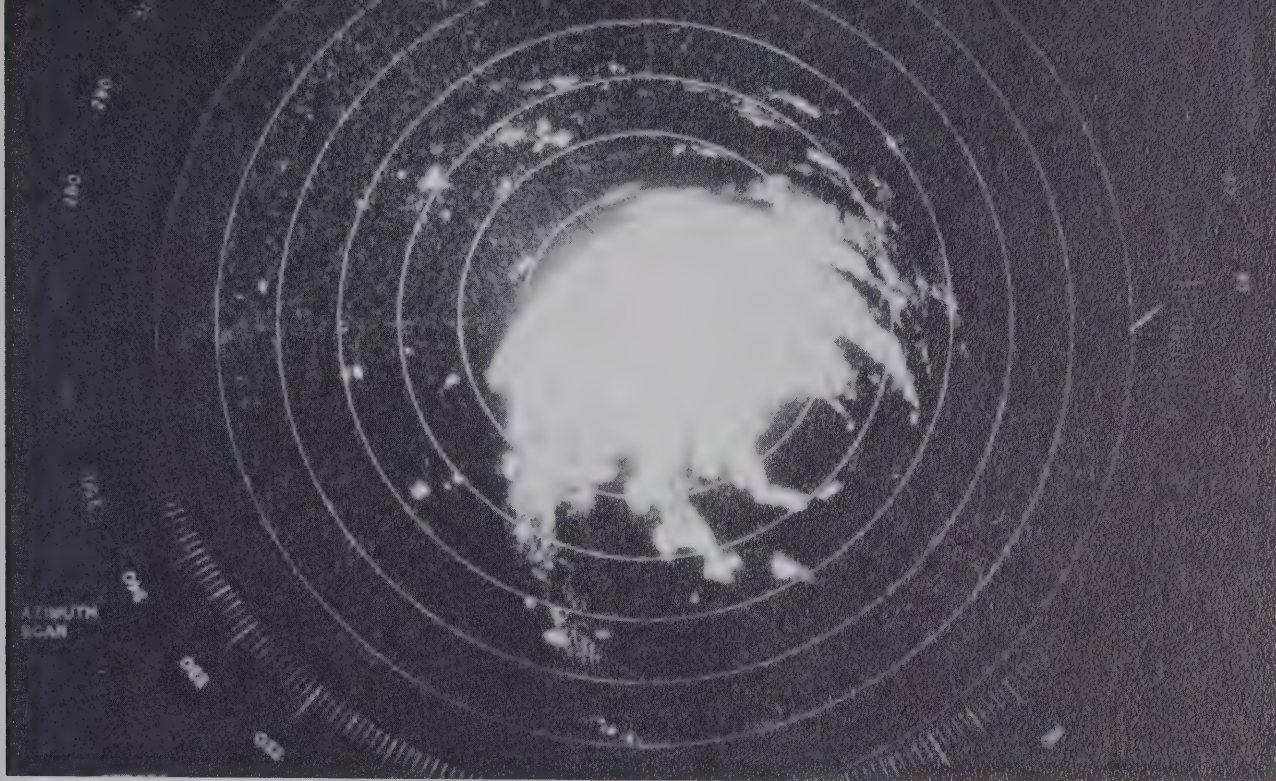
Replenishment of munitions.



USS Princeton ordnancemen load bombs under wing of "Corsair" fighter bomber in preparation for Korean strike.





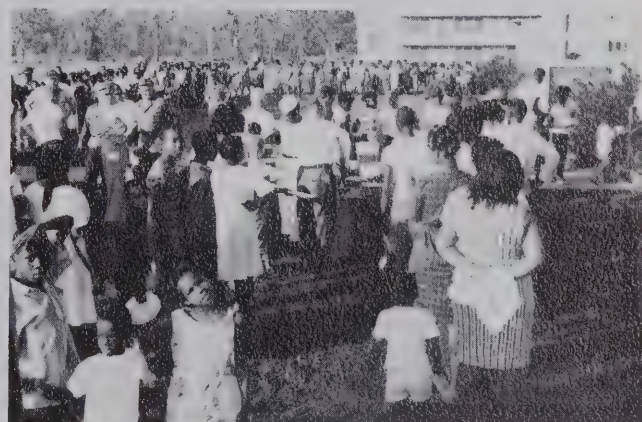


The eye of Hurricane "Betsy" -- homing in on New Orleans, on the radar screen in Aerology Department, NAS New Orleans (1965).

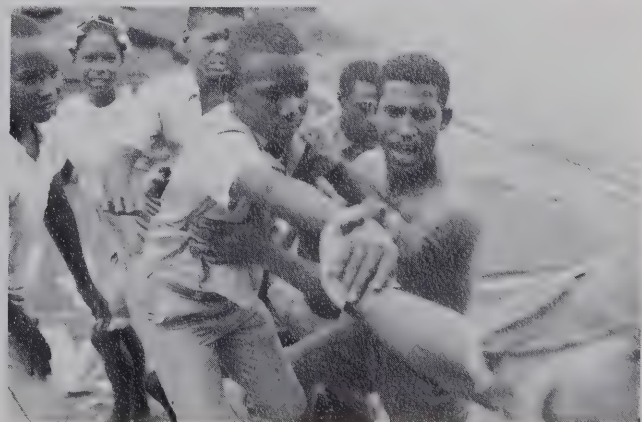
Refugees from Hurricane "Betsy" devastation wait to draw rations at Army field kitchen aboard NAS New Orleans.

Four teams of Navy helicopters rescued 485 persons from flooded areas. More than 40 hours were flown by pilots and crews in rescuing victims from trees, roof tops and high waters.

Facilities at the station were expanded to care for more than 1,100 evacuees. The station was also a command center for receipt and distribution of clothing and other articles.



Life-saving hand is extended by a helicopter crewman over flood area during one of the station's missions of mercy following Hurricane Betsy.



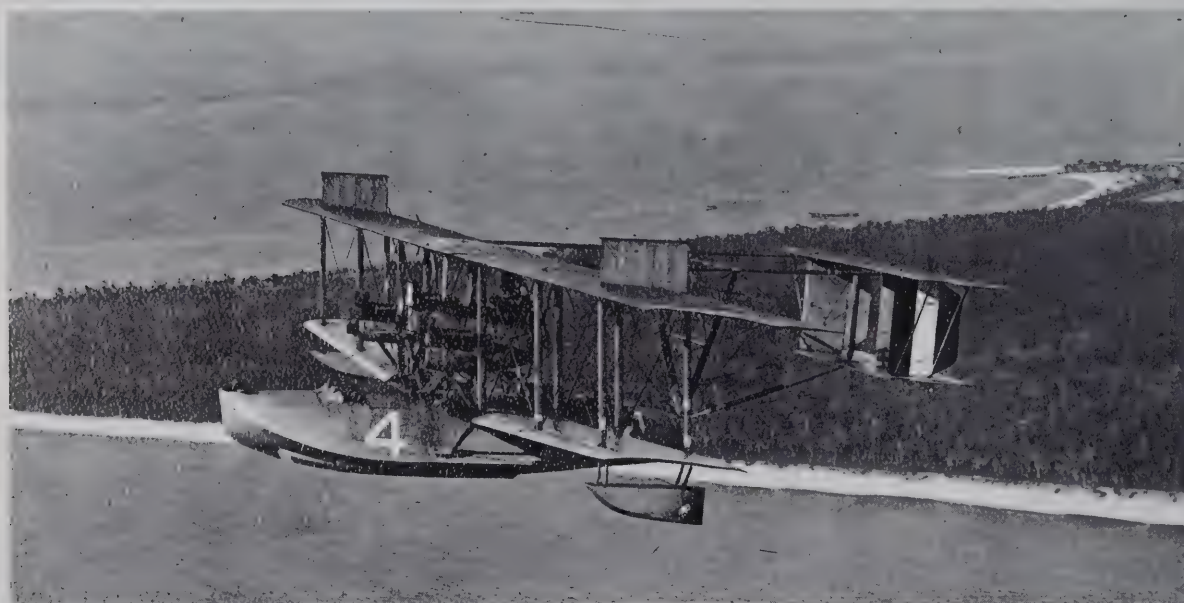


NAS Rockaway, now NAS New York, was one of the four reserve fields in the principal cities of Boston, Seattle, Los Angeles, and New York. During World War I, four NC Flying Boats were stationed at NAS Rockaway. One of these, the NC-4, gained fame in 1919 when it became the first plane to fly the Atlantic. The station then was used for training and operational purposes.

Recognizing the need for an adequate airport, the City of New York in 1928, com-

missioned Clarence Chamberlain, a noted aeronaut, to study the principal airports abroad. Upon his return, Mr. Chamberlain explored the New York area extensively and selected Barren Island in Jamaica Bay as comparatively free from the mists that usually enveloped the harbor area.

## NEW YORK

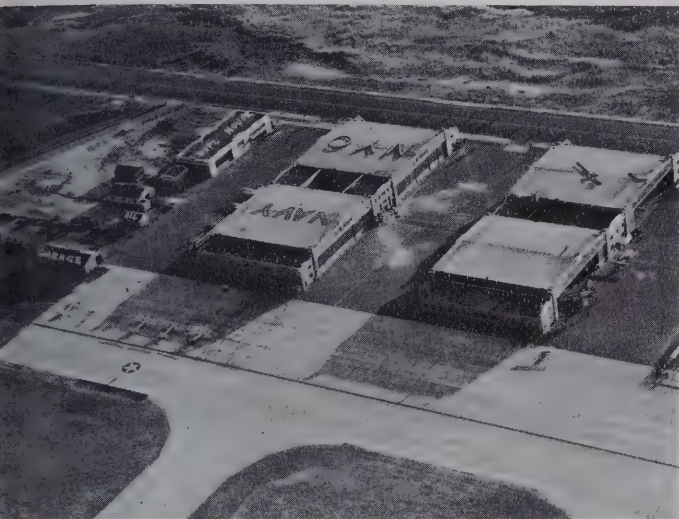


Curtiss NC-4 Flying Boat, December 1919.





New York City raised the swampy island to 16 feet above sea level by pumping sand out of Jamaica Bay, and the 321 acres was connected to nearby Flatbush Avenue, a direct route to New York City.

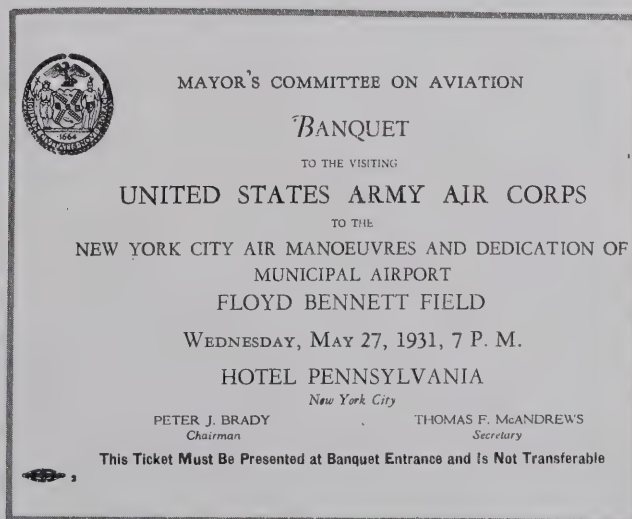


The new field was named Floyd Bennett Municipal Airport at its dedication by Rear Admiral Byrd, after Warrant Officer Floyd Bennett, USN, co-pilot on Byrd's Polar flight. Byrd and Bennett in May 1926 took off from Spitzbergen and made history by being the first men to fly over the North Pole. Both men were awarded the Congressional Medal of Honor for the feat. Bennett later died of pneumonia when, despite a high fever, he risked and lost his life in an unselfish attempt to rescue three downed flyers whom he had never known.

A Naval Reserve Aviation Unit which had been in operation at Fort Hamilton, Brooklyn, during the early '20s moved to NAS Rockaway in 1926, and to Curtis Field, Valley Stream, L. I. in 1929. On 1 April 1931, the Naval Reserve Air Base moved into Hangar #5 at the Floyd Bennett Municipal Field with the Commanding Officer, Lieutenant Whitehead, now an admiral.

In addition to its mission of training reservists, the Unit recruited and "pre-flighted" aviators.

In the ten years from the dedication of Municipal Airport to the commissioning of U. S. Naval Air Station New York, many aviation "firsts" were credited to the field. Wiley Post flew the "Winnie Mae" in 1933 around the world in seven days, 19 hours. A bronze plaque is embedded in a nine-foot star of concrete on the field surface, rear of the control tower, to mark the spot of the start and finish of his record solo flight. This record was topped in 1938 by Howard Hughes who flew it in three days, 19 hours. Aviatrix Amelia Earhart was a constant visitor to the field using the airport in piling up her numerous records. "Wrong Way" Corrigan's rise to fame began with his flight of a \$900 airplane from this field to Dublin, Ireland, in 1938. Col. Roscoe Turner took off from the field at 0459 hrs. and arrived in California 11 hours and 30 minutes later to set a new East-West record in July 1933. Two days later, General Itala Balbo of Italy landed his fleet of 24 seaplanes in the adjoining bay enroute to the Chicago World's Fair. Jacqueline Cochrane set a new transcontinental speed record of 234.7 MPH in setting down at Floyd Bennett in September 1938.





TBF planes grounded during 1947 snow storm.

## NEW YORK

In December 1936, two concrete runways were constructed by 2700 WPA laborers. In April 1937, the field became a regular stop on the route of American Airlines. Commercial flying at the field ceased on 26 May 1941, when total mobilization for war in June 1941 turned Floyd Bennett Field into NAS New York. The Navy purchased it from New York City for \$9,500,000. It was then enlarged from 387 to 1288 acres, and work began on a new seaplane hangar and beaching facilities for the flying boats which were to assume anti-sub patrols.

During World War II, NAS New York served as home station for anti-sub units, Fleet

Service Squadrons, Cadet Flight Training, and the Ferry Command, to service and deliver naval aircraft from eastern factories to the fleet.

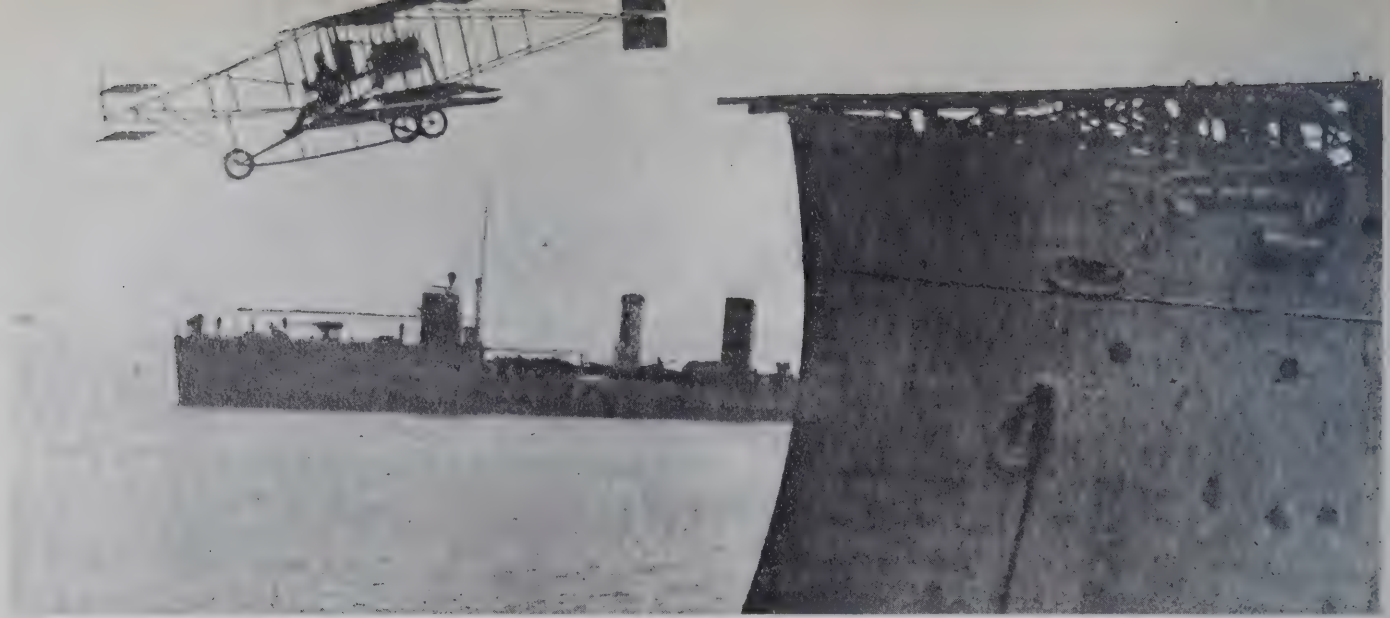
In December 1943, the Naval Air Station became the terminal of the MATS trans-continental flights averaging 720 flights per month involving over 5,000 passengers and a million pounds of air cargo. The Air Cargo Terminal handled all European and North Atlantic air cargo until moved to NAS Patuxent River, Md.

In July 1946, NAS New York was reorganized for its new mission as a Naval Air Reserve Training Station.









## NORFOLK

It was here in Hampton Roads in 1910 that Eugene Ely flew a fifty horse power Curtiss landplane from the platform on the USS Birmingham.

The NAS was formally commissioned on 17 August 1918 and served as a base for anti-submarine patrols, an aviator training center, experimental facility, and a naval operations base.







SNJ-4 (August 1942).

NARTU Norfolk was formally commissioned on 1 July 1946. There were approximately 35 men aboard, mostly regular Navy, although a few Reserves began trickling into the TAR program. At first, the command had only ten F6F "Hellcats," 6 FG1-D "Corsairs", several SB2-C Curtiss "Hell-divers," 3 PBV "Catalinas", and several SNJ and SNB type aircraft assigned to the unit.

The obsolete aircraft, with which the program started, were eventually replaced by the F8F "Bearcat," PV "Ventura," F4U-4

"Corsair," PH1 "Phantom," and the TBM "Avenger." The PV's were replaced by P2 V-4's, the TBM's with AF-2's and AF-2W's; the F4U's with F9F-6 "Cougars" which were later replaced with F2H-2B's. Now on the NARTU line can be seen one T-LA; three C-54's; one C-117D; 12 A4-B's; one T-34; 12 S-2F's and four SH-34J's.

NARTU Norfolk has 24 officers and 239 enlisted personnel on active duty and approximately 1,100 "Week-end Warriors" of which 247 are officers.





VP-861 flew to Guantanamo for its summer cruise in 1949. The supporting FASRON was transported to the overwater base on a regular fleet seaplane tender, the USS Duxberry Bay. Both squadrons worked side by side with units of the regular Navy in the concentrated syllabus of anti-submarine warfare.

In the summer of 1950, the squadron received orders to active duty and shoved off for a continental fleet base for a checkout in the latest type anti-submarine patrol bombers. A similar type squadron, VP-862, was commissioned on 15 October 1950.

During the Berlin build-up, VS-861 was recalled to active duty and served with the fleet from October 1961 to August 1962 and was welcomed back to our reserve squadrons with an All Hands party. With the return of VS-861 we had eight Selected Reserve Squadrons including Jet Attack Squadron VA(J)-861 which was commissioned in August 1962. In addition to the flying squadrons NARTU Norfolk also has an Air Wing Staff (AW-86(S), an Air Intelligence Unit (NAIRU), and a Weapons Training Unit (WEPTU).



## NORFOLK

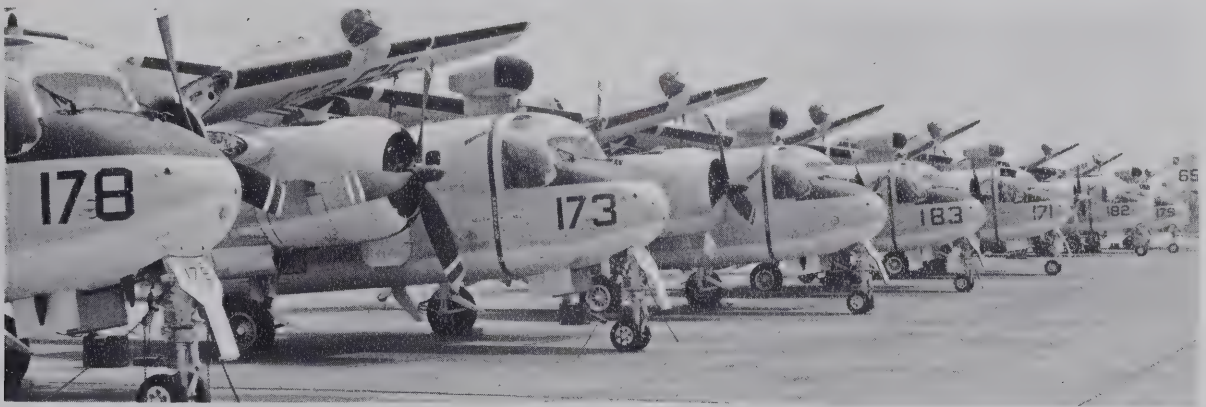


Tidewater's first Naval Sea Cadet Squadron "The Top Hatters" was commissioned on 7 June 1964 by the Hampton Roads Council of the Navy League of the United States. NARTU hosts the "Top Hatters" who have available to them the facilities of this activity. Another 1964 highlight was the remodeling and refitting of NARTU's Air Reserve Display Van which is widely used and brings much favorable publicity to the command.



A milestone in naval aviation occurred on July 28th and 29th, 1964, when members of NARTU's Jet Attack Squadron VA(J)-861 made their first carrier qualification landings aboard the USS Lexington in the Gulf of Mexico. These carrier qualifications in the light attack jet, A4-B "Skyhawk", were the first jet landings by "Week-end Warriors" since the days of the Korean War.

In October 1964 another flying squadron, Air Anti-Submarine Warfare Helicopter Squadron (HS)-861 was commissioned, and NARTU's 12th unit came into being on 1 February 1965 with commissioning of the Naval Air Reserve Maintenance Unit (NARMU).



The fine reputation NARTU Norfolk enjoys in Virginia and eastern North Carolina has been developed by excellent public exhibits. In the past year, over 1,000,000 people visited the cutaway, low-boy mounted F-11F "Miss Tiger" display. Many youth groups were included in the more than 50 tours of NARTU activity conducted last year. A Soap Box Derby racer and Little League Baseball team is sponsored annually by NARTU Norfolk.



## OLATHE

Since October 1942 the United States Naval Air Station, Olathe, Kans., has proudly represented the United States Navy in the heartland of America.

Prior to World War II the site was owned by Johnson County. The county commissioners had dedicated the land use to the Civil Aeronautics Authority for the purpose of constructing an auxiliary airport with a rotating beacon light to serve the area southwest of Kansas City terminals.

In 1942 the Navy took over and finished construction of three runways, each approximately one mile in length. Today two runways have been lengthened to 7,338 and 8,550 feet to accommodate the latest type military and commercial aircraft.

For two years after commissioning in 1942, the mission was to provide the primary training of Naval Aviation Cadets.







Aircraft stand ready at Olathe as the Navy's last F6A "Skyray" is prepared to be retired.



Olathe's athletic program plays an important part in the readiness and alertness of its personnel.





The mission of the station was expanded in 1943 to include Continental Headquarters for the Naval Air Transport Service and Air Transport Squadron Three. Transport, Squadron Three was commissioned and its aircraft were procured from Trans-World Airlines. VR-3 was later joined by VR-9 which was transferred as a unit from Pan-American Airways.

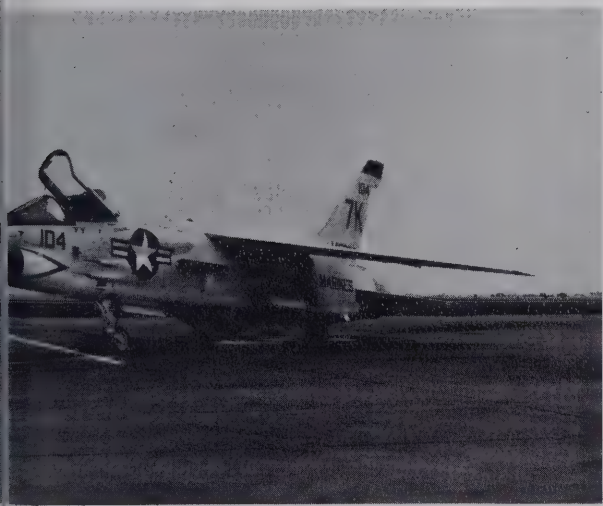
In 1946, after the transfer of the transport squadrons, the station's primary mission was the support of the Naval Air Reserve and Marine Air Reserve training programs in this area. This remains the primary mission of the station today.

One squadron from this station, Naval Air Reserve Fighter Squadron 884, the "Bitter Birds", was among 84 squadrons reactivated from all parts of the nation for the Korean conflict.

## OLATHE







In the spring of 1955, the Chief of Naval Air Advanced Training established the Jet Transitional Training Unit at NAS Olathe. Its mission was to transition pilots from propeller to jet aircraft prior to reporting to fleet squadrons and ships. This mission accomplished, JTTU was de-commissioned in November 1959.

The Conway Trophy was presented to Olathe in 1963. This trophy is given annually to the Naval Air Reserve Station attaining the highest average of overall efficiency in training and operations, safety, administration, maintenance, retention, recruiting and overall readiness.





The Naval Air Station, Seattle, is referred to by many local citizens as Sand Point because of its geographical location. In the foreground is beautiful Lake Washington. Mt. Rainer looms in the background.

## SEATTLE

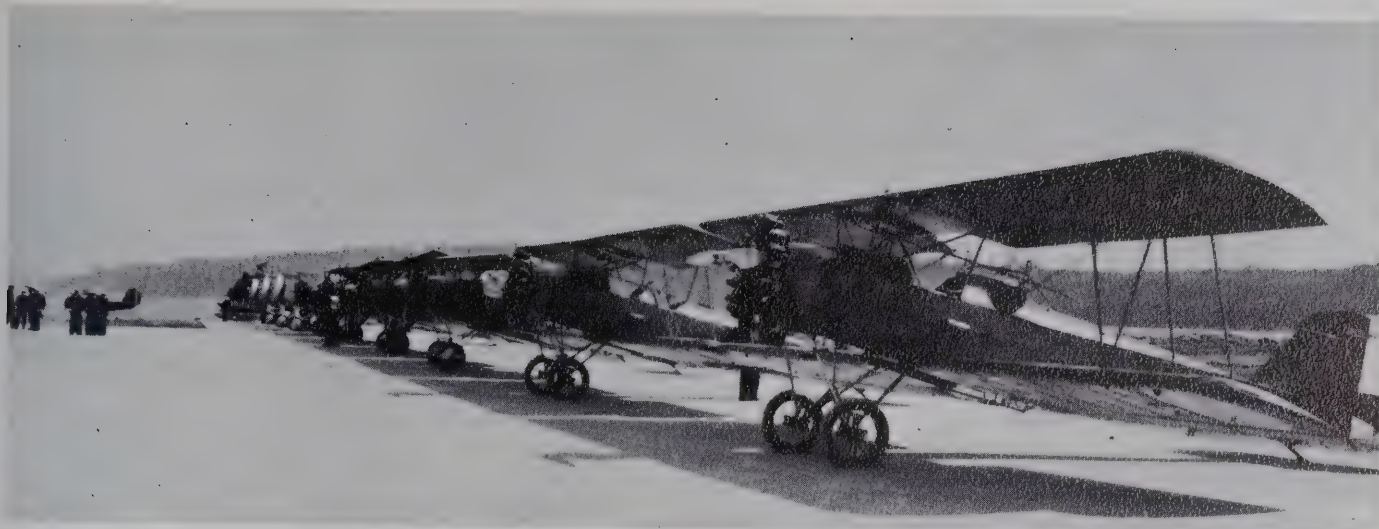
The Naval Air Station, Seattle, located on the shores of beautiful Lake Washington nine miles northeast of the city's center, is known today as the "Home of the Week-end Warriors of the Pacific Northwest." During World War II, it was commonly called the "Crossroads to the Pacific."

NAS Seattle's history dates back to the days when the city had no suitable landing field. During a Liberty Bond drive, in World War I, a group of visiting Army aviators found the Jefferson Park Golf Course the only "field" available. As a result, civic wheels started turning and land was leased for a Reserve Navy and Army airfield on 3 July 1922. The first hangar was completed in 1923. At that time the station had only five JN(Curtiss) training planes and one DeHaviland Observation aircraft. Progress was in the making, however, and the fleet assigned air squadrons to the station the following year.

Secretary of the Navy C. D. Wilbur signs the letter of acceptance for the deed to the Aviation Field at Sand Point on 8 March 1926. Witnessing the event are dignitaries instrumental in the Navy's acquisition of the Field, including RADM's W. A. Moffett and L. E. Gregory (3rd and 2nd from right respectively.)





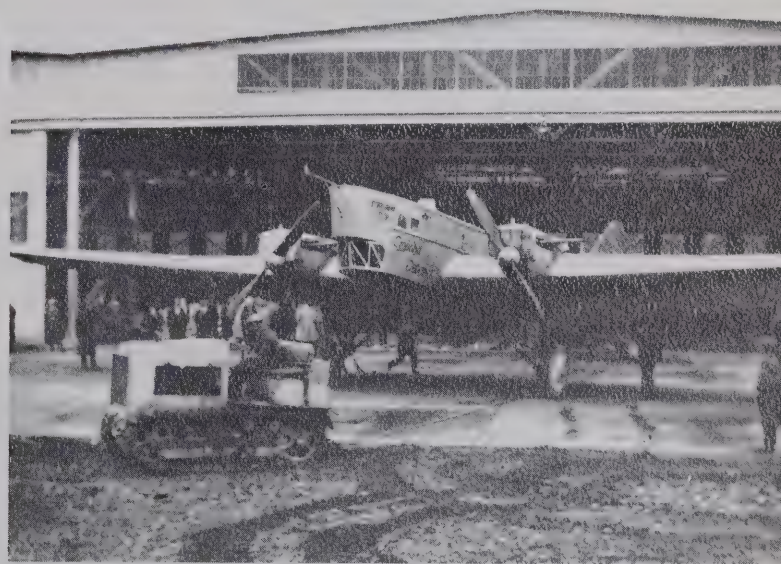


Naval reservists at NAS Seattle in 1931 were not afforded a selection of aircraft to match today's variety but several models did grace the flight line. They included Consolidated NY-2's, Curtiss Fledgling N2C-1's, and Curtiss "Helldivers."

On 8 March 1926 King County deeded the present 400-acre site of NAS Seattle to the Navy. Over the years a swampy wilderness has been transformed into a modern naval air station which is regarded by many as one of the most beautiful stations in the Navy.

While development of the station progressed steadily in the earlier years, its expansion did not flower until 1937 when a young lieutenant commander strong in leadership and foresight became the commanding officer. This officer, Arthur W. Radford, later became full Admiral, former Chief of Naval Operations, and Chairman of the Joint Chiefs of staff.

Through LCDR Radford's untiring efforts, three hangars, a dispensary, Bachelor Officers' Quarters, Naval Reserve Building, Administration Building, and major additions to storehouses were completed. The landing field was made larger so that, at the time, it was considered to be the best in the Northwest. Lieutenant Commander Radford's foresight and efforts were justified by the outbreak of World War II. When the unhappy event occurred the station was prepared to play an important part in the war against Japan.



First Soviet aircraft to land in the United States was this twin engine airplane that landed on the station runway on 13 October 1929. It traveled 12,000 miles over a period of 72 days. Its wingspan was 175 feet, fuel capacity 800 gallons, with a cruising speed of 100 miles per hour. Naval Reservists assisting in security were kept busy during the Russians' stay in Seattle.



## SEATTLE

From October 1942 to the end of the War, the station's facilities were used for forming and reforming fleet combat squadrons, as well as the overhaul of aircraft engines and seaplanes. The station won the reputation for efficiency, comfort, and hospitality shown returning air groups. It was here that men fresh from the Aleutians met those from the Central and South Pacific and the Philippines.

In 1946, NAS Seattle reorganized its efforts to concentrate upon training Reserve squadrons. During the Korean Conflict three squadrons from the station were recalled to active duty: FASRON-895, VS-892, and VP-892.

Carved from an 800-year-old western red cedar, the Thunderbird Totem symbolizes the supremacy of Naval Aviation over the submarine menace.

Monument with wings (left center) pays tribute to first around the world flight which took off from NAS Seattle, 6 April 1924. Today, it is displayed in front of the main entrance to the station.





In 1961, another period of world tension--the Berlin Crisis, VS-891 from NAS Seattle was recalled; and VS-721 from NAS Glenview, Ill., was also deployed to NAS Seattle. Both were under the administrative command of Fleet Air Whidbey. The Seattle squadron reported aboard on 1 October, while VS-721 arrived on 30 October. Ten months later both squadrons were released to inactive duty with very commendable records.

Squadron changes within the Naval Air Reserve Training Command to meet changing fleet requirements also affected NAS Seattle in 1963, 1965, and 1966. The first change involved decommissioning of VR-891 and VS-894 to augment the two remaining squadrons of their types on board. In 1965 Attack Squadrons 891 and 892 were decommissioned marking the final phase out of A-1 type aircraft in the command. Personnel of both squadrons transferred to VS-893 which was commissioned on 1 July 1965. In 1966, Naval Air Reserve Maintenance Unit 896 was decommissioned, leaving NARMU's 891 and 897 on board.

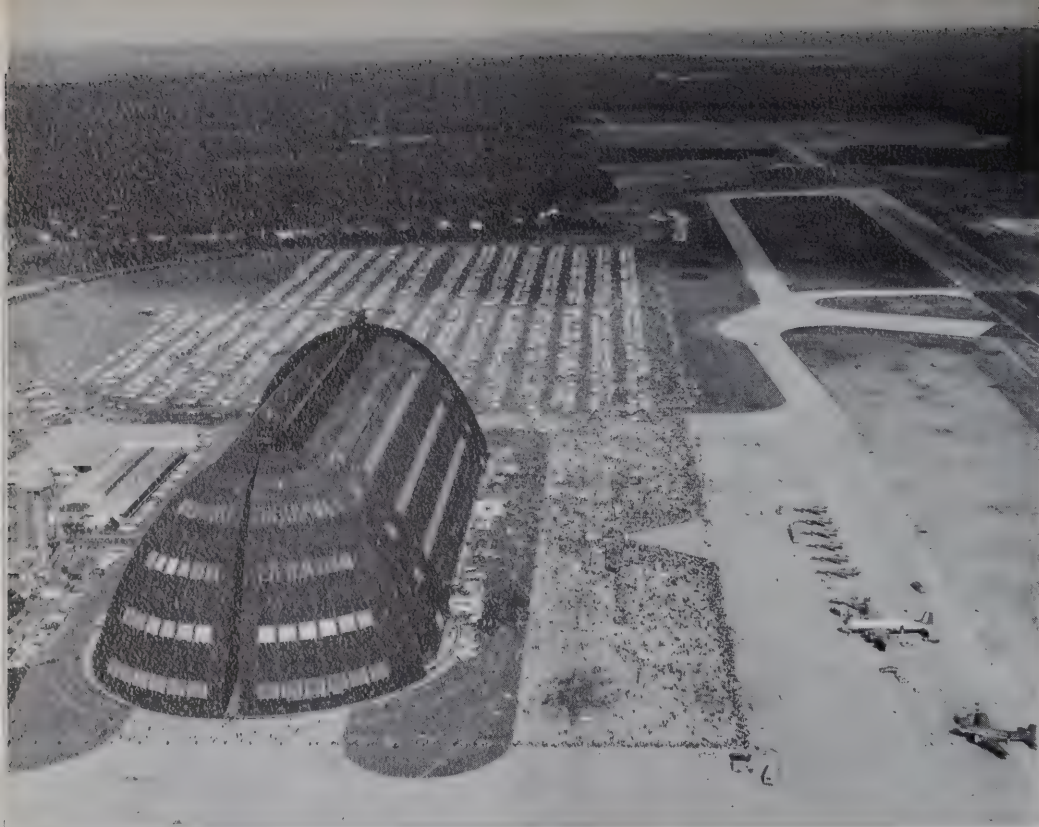
Currently, NAS Seattle has over 200 permanent structures. Land, buildings, and equipment are valued at close to 90 million dollars.

During peace time the station is able to fulfill its mission without utilizing all of its structures and facilities solely for naval aviation. As a consequence, a number of other military and civilian agencies are aboard as tenant activities.

C-119 flies past Seattle's world-famous "needle."

Fifteen hundred Naval Air Reservists are affiliated with NAS Seattle's 16 Selected Reserve squadrons and units.





The requirements of the present forced de-commissioning of this famous blimp hangar in the Fall of 1966. It was completely removed to make way for a modern, smaller hangar.

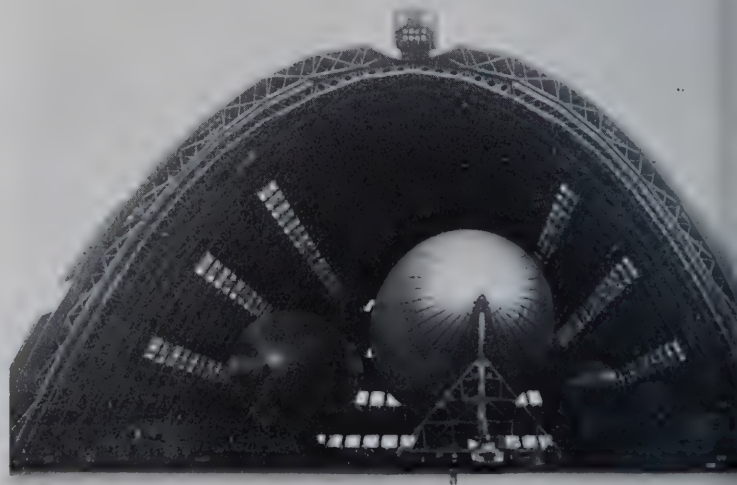
## SOUTH WEYMOUTH

In 1940, Capt. Charles E. Rosendahl, Chief of the Navy's "Lighter-Than-Air" program, was leading the fight for a "LTA" base in the New England area. Of all the areas under consideration by Capt. Rosendahl, a 335-acre tract of land that took in small sections of Weymouth, Rockland and Abington proved to be the most favorable.

This area had originally been surveyed in 1938 as the site for a municipal airport. It was part of the original town of Wessagusset which dated back to the early colonial days.

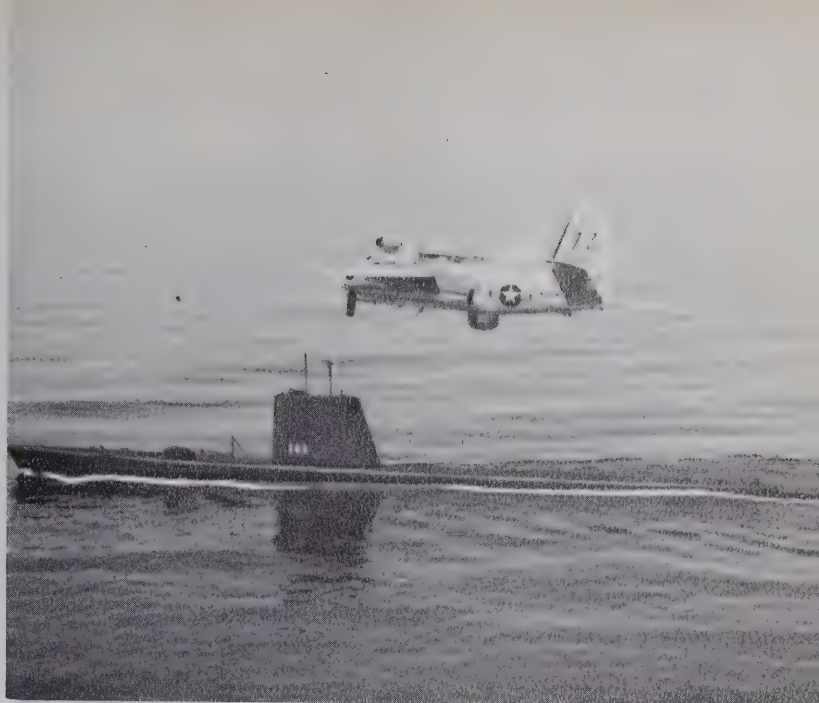
While there was some difficulty in obtaining the land, the town officials of Weymouth, in the spring of 1941, did appropriate the tract and conveyed it to the Federal Government for \$ 25,000.

Blimps stored at NAS South Weymouth.





The huge blimp hangar was constructed early in 1942. Covering eight full acres of land, it is the second largest hangar in the world. This structure, which has become a familiar landmark to the entire South Shore area, is 956 feet long; 259 feet wide inside, with a 35 foot wide leanto on each side; and 191 feet high inside. Its huge "orange-peel" doors, two on each end, weigh 250 tons each and are opened by four large electric motors to each door. These doors slide back along the outside of the hangar on steel railroad tracks, steam-heated in the winter months to prevent icing. This structure could easily accommodate six of the old ZPG-type blimps at one time. During the 1954-55 hurricane season every aircraft aboard the station, including the two blimps, and much of the heavy automotive equipment was stored within this hangar for protection against the storms.



South Weymouth's "Week-end Warriors" on a practice training mission.

C-118 transport aircraft at NAS South Weymouth, Mass.



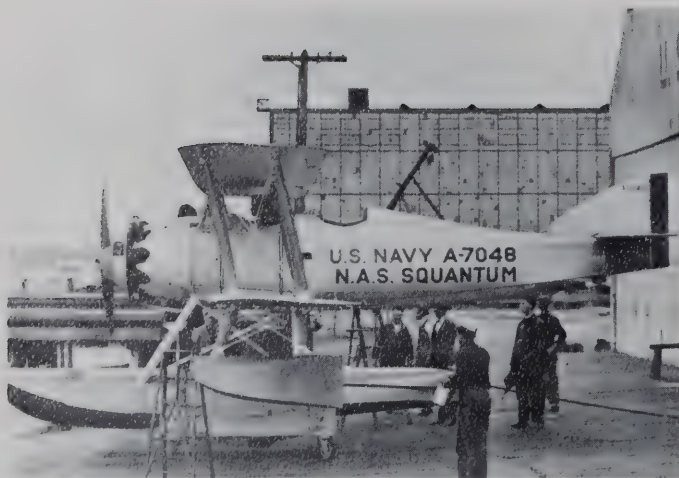
The U.S. Naval Air Facility, South Weymouth, Mass. was commissioned 1 March 1942, with CDR Frederick S. Sachse, USN, assigned as the first Commanding Officer.

Throughout World War II, blimps stationed at South Weymouth, lent their support to Anti-Submarine Warfare, patrolling the waters off the Atlantic Coast. In June 1944, six blimps took off from South Weymouth to establish the first "blimp barrier" squadron at Port Lyautey, French Morocco, North Africa, for patrolling the Straits of Gibraltar.

Following World War II, NAF, South Weymouth was placed in an inactive "caretaker" status.



A. U. S. Navy blimp over a convoy in the Atlantic, June 1943.



Vought V0-1 - 1926- Note serial number on rudder fin differs from fuselage number.

In December 1950, plans to re-build existing facilities at the Naval Air Facility, South Weymouth, were in the making. There was considerable work to be accomplished to make this activity suitable for the modern training of the Navy and Marine Air Reservists, then training at NAS Squantum, Mass.

On 4 December 1953, the U. S. Naval Air Station, South Weymouth was commissioned. Capt. Harry Sartoris, USNR, had the dual honor of being the last Commanding Officer of NAS, Squantum and the first Commanding Officer of NAS, South Weymouth, Captain Sartoris personally flew the last aircraft to leave Squantum from that activity to the new Naval Air Station at South Weymouth.





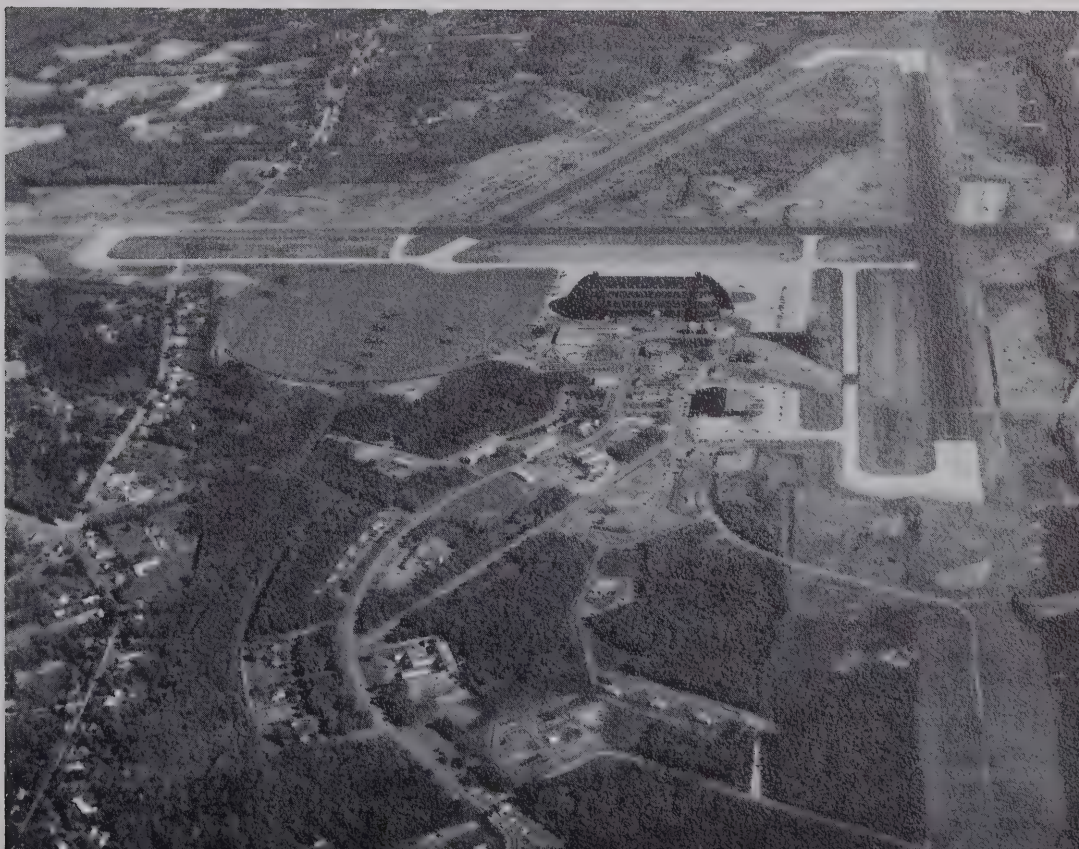
Recruits participate in holiday parades in surrounding communities.



Summer 1965 - 1000 pairs of shoes for Morocco via NAS South Weymouth Transport Squadron.

NAS, South Weymouth, Mass.

## SOUTH WEYMOUTH







## TWIN CITIES

The people of Minnesota, Iowa, Wisconsin and the Dakotas have a right to be proud of the reputation they and their neighbors have established for the Naval Air Station on Wold-Chamberlain Field. Good community support has been an important factor in establishing the reputation of a facility such as the Naval Air Station.

It is no accident the Naval Air Training Command chose to install one of its largest and most active stations in the vicinity of the Twin Cities of Minneapolis and St. Paul.

The roots were established during World

War I when the Dunwoody Naval Training School was established in Minneapolis, 31 July 1917, under the command of Lt. Colby Dodge. The school was one of three of its kind in the United States, and was the only one not situated on a sea coast. The other two were in Boston and Seattle.

Strong community support enabled the school to ground train 5,000 men before its deactivation in 1919. This bit of history laid the groundwork for belief within the Navy that whatever the area lacked in proximity to salt water it made up in enthusiasm for the Navy.





Aerial view of U. S. Naval Air Station, Twin Cities, (looking south). The Naval Air Station compound is embraced through the center area of photo; the Minneapolis - St. Paul International Airport (Wold-Chamberlain Field) in background (top portion of photo.)





## Early days of NAS Minneapolis.



In 1936, the base had reached a point of distinction which permitted it to become one of the primary locations in the nation's elimination training program. Qualified candidates were given 30-day tryouts at the local base, and if they completed those 30 days successfully, they were sent to Pensacola for a year of further training.

With war breaking out in Europe in 1939, and feverish preparations starting at home, a million-dollar construction program was begun at the base, and further land was acquired from Minneapolis Park Board to permit expansion of the base.

On 7 December 1941, there were 17 officers and 122 men attached to the mushrooming base. Slightly more than a year later, the station was training 436 cadets, and by May 1944, the station had 3,579 persons serving aboard.

Consequently, training for Naval aviation was revived in 1925 when 35 students were selected for flight instruction at Great Lakes and later at Hampton Roads, Va.--and three years later when the present Naval Air Station at Wold-Chamberlain Field was established in 1928 as the Naval Reserve Aviation Base (NRAB) at the Minneapolis, Minn., airport and was commanded by Lt. Frank E. Weld. He had been transferred from Pensacola.

Community support and hard work led the base to a position of honor by 1931 when it received the highest mark assigned any Naval Air Base in the country during the annual inspections. In the same year a Marine reserve squadron was assigned to the base.

In 1933 local Squadron VN11RD9 was designated as the most efficient aviation division in the Naval Reserve, and was awarded the Noel Davis Trophy, emblematic of that honor. It won the same trophy again in 1935.



NAS, Twin Cities, as it looked when the Naval Reserve Aviation Base first located here in 1928-29. The buildings of NRAB Minneapolis may be seen just inside the speedway at left.



During early days of NAS Minneapolis, horses did the work of today's "mules."



## TWIN CITIES

During the World War II period of intensive activity, thousands of budding aviators were given three months training each in ground school and flight instruction. Naval training planes, N3N's and N2S's, which were popularly called "Yellow Perils," filled the skies over the Twin Cities for three years as these communities added to their reputation for supporting the Navy in its efforts to maintain the first line of defense for our Nation.

As the need for primary flight training subsided, the mission of the station was changed to instruction of patrol service units in the line maintenance of PB4Y "Privateer". With this change the station was removed from the Air Primary Training Command and placed under the Naval Air Technical Training Command.

During World War II and the preparatory period immediately preceding it, the training facility which preceded the present air station trained 4,232 cadets in the initial phases of flight instruction.

Shortly after World War II, it was placed under command of the Commander of Naval Bases in the Ninth Naval District Headquarters, and a personnel separation center

was activated at the station 1 September 1945.

In December of the same year, the station was moved into the command of the Chief of Naval Air Reserve Training, and within three months started the program which continues to this day--the maintenance of skills among men already trained, and the training of new men into the reserve. Within three months after becoming part of the Air Reserve Training Command, the station had 560 pilots training to maintain their proficiency after being released to inactive duty.

It was the administration of this program, coupled with recruiting and procurement honors that led to the station winning the Conway Trophy in 1948, 1954, 1956, 1957 and 1958.

It is the first and only station to win the Edwin Francis Conway Trophy for overall efficiency five times. This was in competition with from 17 to 27 other stations over the years.

Today, NAS Twin Cities stands ready to respond, in whatever degree necessary, to the call should it come.

## WILLOW GROVE



Naval Air Station, Willow Grove, grew out of the Naval Aviation Reserve Unit at the Philadelphia Navy Yard, which dates back to June, 1929.



NAS Willow Grove prior to 1941.

As of September 8, 1939, this Navy Yard facility was the center of all Reserve aviation in the Fourth Naval District, and became a Primary Flight Training Unit.

As a Primary Flight Training Unit, under the supervision of the Air Primary Training Command, the initial mission of the station was Elimination Training for Cadets. After a short period, the mission changed to Squadron Operational Training, with programs designed to mold groups of non-combat pilots and enlisted men into well balanced fighting units through a syllabus of combat team tactics, gunnery, bombing and rocket firing, that later served them well on board the fleet aircraft carriers: USS Princeton, USS Independence, USS Cowpens, USS Monterey, USS Belleau Wood, and the USS Cabot, during World War II.



To provide a separate facility for the ever-expanding air operations, the Navy purchased the 576-acre Pitcairn Airfield in northern Montgomery County, for \$480,000 in 1941. The previous owner was Harold F. Pitcairn, creator of the Autogiro, forerunner of today's helicopter.

In October of 1942, the first contingent of station personnel arrived to start the training history of Naval Air Station, Willow Grove. This group consisted of 250 officers and enlisted men, and an aircraft complement of 30 N3N's. These planes were stubby, 125 MPH bi-planes known to Navy fliers as "Yellow Perils".

Initial commissioning of this activity in January 1943, was as Naval Air Station,



This N3N-3 was named "Yellow Peril." Note engine turning up with no one in the cockpit.

NAS Willow Grove, 1966.



Hatboro. The name was officially changed to Naval Air Station, Willow Grove, in July of the same year.

From this modest beginning, the station grew until now, on the regularly-scheduled week-ends, approximately 2500 Naval and Marine Air Reservists report to NAS Willow Grove. They use this time to maintain and further develop their proficiency in the ever-changing field of Military aeronautics. In addition to week-end drills, during the summer months, each of the 30 Navy and Marine Squadrons and Units currently attached to the station completes its annual two-weeks active duty for training cruise here or at another U.S. or foreign Naval Air Station.





Willow Grove pilots must be well versed in winter flying procedures.

## WILLOW GROVE

NAS Willow Grove is a three time winner of the Edwin Francis Conway Trophy as the most efficient Naval Air Reserve Training activity in the command. Many of Willow Grove's squadrons have been recipients of Noel Davis Trophies as best of their respective types in comparison with all others in the command.

The present aircraft types assigned NAS Willow Grove include: Long-range Patrol Bombers, Carrier-based Anti-submarine Trackers, Supersonic Jet Fighter-Interceptors, Cargo and Personnel Transports, and both Utility and specially equipped Anti-submarine Warfare Helicopters.



T-34 "Mentor."





COMMONWEALTH OF PENNSYLVANIA  
GOVERNOR'S OFFICE  
HARRISBURG

June 2, 1966

GREETINGS:

The Naval Air Reserve of the United States serves as a unified team at home and abroad in pursuit of a durable peace, protecting our cherished freedoms by discouraging totalitarian aggression.

The strength of the Naval Air Reserve rests not only upon its members and our industrial productivity, but also upon the understanding and support of an informed American people.

We as Americans and as Pennsylvanians seek to acknowledge and express our appreciation for the dedication and self-sacrifice of the members of our Naval Air Reserve and their families.

Therefore, as Governor of the Commonwealth, in behalf of all my fellow citizens, I hereby extend congratulations to the Naval Air Reserve in recognition of its 50th anniversary.

I ask all Pennsylvanians to take this opportunity to pay tribute to the Reserve, and especially to the Reserve members performing duties at the U. S. Naval Air Station at Willow Grove, Pennsylvania, for the extremely important and effective defense they provide in the interest of our nation's security.

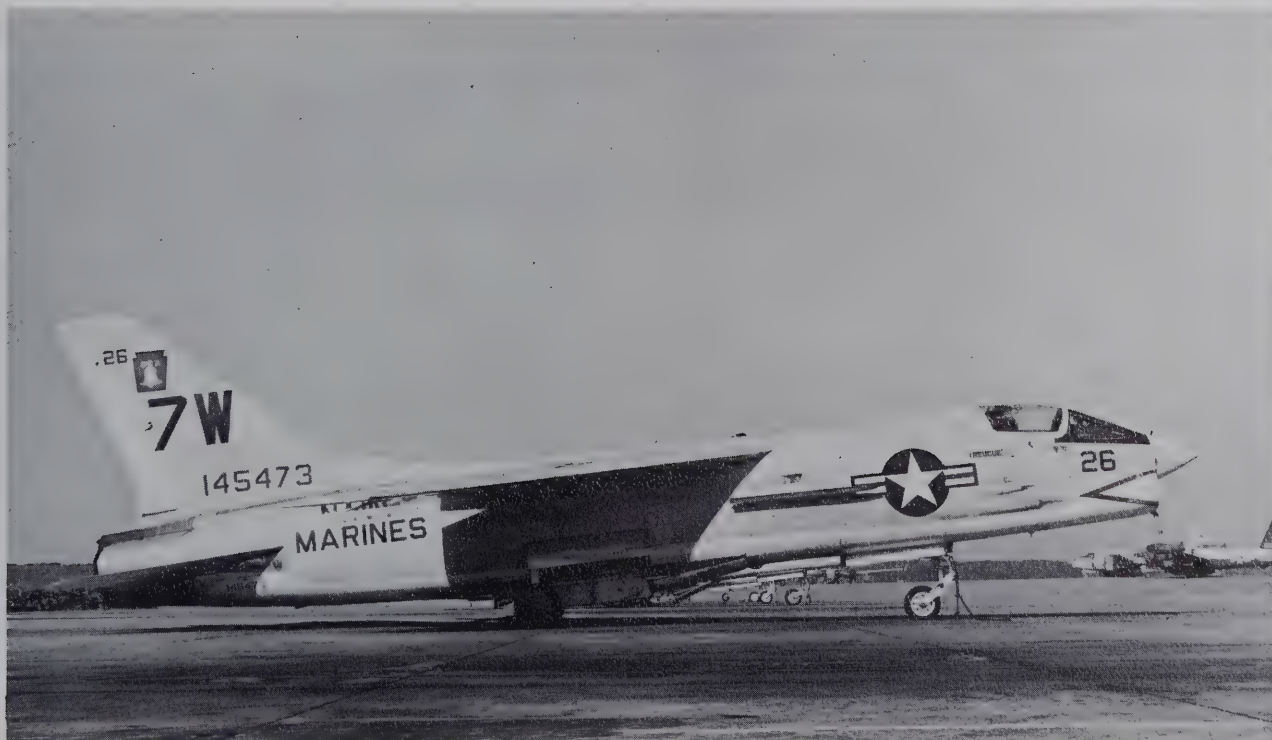


*William W. Scranton*  
WILLIAM W. SCRANTON  
GOVERNOR

Supporting and administrating the "Week-end Warriors" are over 60 officers and 650 enlisted men currently on full-time active duty at the station, as well as a Marine Air Reserve Training Detachment composed of over ten officers and 120 enlisted men.

Today the tempo of training the "Week-end Warriors" has increased markedly as Willow Grove completes the transition to newer aircraft. Currently, personnel are changing over to the Fleet-operational F8B "Cru-sader" super-sonic jet fighter-interceptor, and the C-118 "Lift-master" troop-cargo transport.

These changes are in keeping with the Navy policy of providing the Naval Air Reservist with the newest and best methods and equipment currently operational with, or supporting the fleet at sea.



# STATION STATISTICS (as of 31 December 1966)

## NARTU Alameda

12th Naval District; 22.80 acres.

Types of Aircraft (see key): 1, 2, 6, 7, 9, 10, 12, 14.

Units & Squadrons on Board: VA 873, 876, 879; VP 871, 872, 873, 874, 875, 876, 878; VR 871, 872, 873, 874; VS 872, 873, 874; HS 871, 872; NAIRU 871, 872; WEPTU 871, 872, 873, 874, 875; NARMU 871, 876; AWS 87 (L).

Runways: 15 ft. above sea level.  
No. 7-25 - 7,200/200 ft. (L/W).  
No. 13-31 - 8,000/200 ft. (L/W).

## NARTU Andrews

D. C. Naval District; 31.80 acres.

Types of Aircraft (see key): 2, 4, 7, 9, 10, 11, 14.

Units & Squadrons on Board: VF 661, 662; VP 661, 662, 663; VR 661, 662, 663; VS 661, 663; NAIRU 661, 662; WEPTU 661, 662, 663, 664, 665, 667; AWS 66.

Runways: 279 ft. above sea level.  
No. 1L-19R - 9,300/200 ft. (L/W).  
No. 1R-19L - 9,755/150 ft. (L/W).

## NAS Atlanta

6th Naval District; 121.60 acres.

Types of Aircraft (see key): 4, 7, 9, 10, 11, 16.

Units & Squadrons on Board: VF 672, 673; VP 671, 672, 673; VR 671, 672, 673; NAIRU 671; WEPTU 671; NARMU 671; AWS 67 (M).

Runway: 1,068 ft. above sea level.  
No. 10-28 - 10,000/300 ft. (L/W).

Tenants & Joint Users (see key): AJP.

## NAS Dallas

8th Naval District; 832.38 acres.

Types of Aircraft (see key): 3, 6, 7, 9, 10, 11, 12, 16.

Units & Squadrons on Board: VF 701, 703; VP 701, 702, 703; VR 701, 702, 703, 704; NAIRU 701; WEPTU 701, 702, 703; NARMU 701, 705; AWS 70 (L).

Runways: 495 ft. above sea level.  
No. 17-35 - 8,000/150 ft. (L/W).  
No. 13-31 - 5,200/150 ft. (L/W).

Tenants & Joint Users (see key): ABFL.

### KEY TO AIRCRAFT TYPES

- |           |              |
|-----------|--------------|
| 1. A4A/B  | 11. C54P/Q/R |
| 2. T33B   | 12. C118B    |
| 3. F8A    | 13. S2D      |
| 4. F8B/C  | 14. S2F      |
| 5. RF9J   | 15. C119F    |
| 6. SH34J  | 16. T1A      |
| 7. SP2E   | 17. T39D     |
| 8. EP2E   | 18. T28B     |
| 9. T34B   | 19. U11A     |
| 10. C45J  | 20. C131F/G  |
| 21. C117D |              |



## NAS Glenview

9th Naval District; 1,120.98 acres.

Types of Aircraft (see key): 1, 2, 6, 7, 10, 11, 12, 14, 19, 20.

Units & Squadrons on Board: VA 725, 727; VP 721, 722, 723, 724, 725, 726; VR 721, 722, 723, 724; VS 721, 722, 724; HS 721, 722, 723; NAIRU 721, 722; WEPTU 721, 722, 724, 725; NARMU 722, 725; AWS 72 (L).

Runways: 653 ft. above sea level.  
No. 17-35 - 8,000/200 ft. (L/W).  
No. 9-27 - 5,-91/198 ft. (L/W).

Tenants & Joint Users (see key): ANOS.

## NAS Grosse Ile

9th Naval District; 608.46 acres.

Types of Aircraft (see key): 6, 9, 10, 11, 14, 15.

Units & Squadrons on Board: VR 731, 732, 733, 734; VS 733, 734, 735, 736; HS 731, 732; NAIRU 731, 732; WEPTU 731, 732, 733; NARMU 731, 735; AWS 73 (L).

Runways: 594 ft. above sea level.  
No. 3-21 - 4,978/150 ft. (L/W).  
No. 17-35 - 4,580/150 ft. (L/W).

Tenants & Joint Users (see key): AR.

## NARTU Jacksonville

6th Naval District; 18.90 acres.

Types of Aircraft (see key): 1, 2, 6, 7, 9, 12, 14.

Units & Squadrons on Board: VA 741; VP 741, 742; VR 741, 742, 743; VS 741, 742, 743; HS 741, 742; NAIRU 741; WEPTU 741; AWS 74.

Runways: 20 ft. above sea level.  
No. 9-27 - 8,000/300 ft. (L/W).  
No. 13-31 - 6,184/300 ft. (L/W).

## NARTU Lakehurst

4th Naval District; 26.21 acres.

Types of Aircraft (see key): 6, 9, 10, 11, 14.

Units & Squadrons on Board: VR 751, 752; VS 751, 752, 753; HS 751, 752; NAIRU 751; WEPTU 751, 752; NARMU 751, 752; AWS 75.

Runways: 102 ft. above sea level.  
No. 6-24 - 5,000/150 ft. (L/W).  
No. 15-33 - 5,000/150 ft. (L/W).

## NAS Los Alamitos

11th Naval District; 1,553.73 acres.

Types of Aircraft (see key): 1, 2, 6, 7, 9, 10, 11, 12, 13.

Units & Squadrons on Board: VA 771, 772, 773, 776; VP 771, 772, 774, 775, 776, 777, 778; VR 771, 772, 773, 774; VS 771, 772, 774, 776; HS 771, 772, 773; NAIRU 771, 772; WEPTU 771, 772, 773, 774, 775, 776, 777, 778, 779; NARMU 772, 775; AWS 77 (L).

Runways: 27 ft. above sea level.  
No. 22-5 - 8,000/200 ft. (L/W).  
No. 22A-4A - 5,900/150 ft. (L/W).

Tenants & Joint Users (see key): AJKT.

## NARTU Memphis

6th Naval District; 20.00 acres.

Types of Aircraft (see key): 1, 7, 9, 10, 11, 16.

Units & Squadrons on Board: VA 791, 792; VP 791, 793; VR 792, 793; NAIRU 791; WEPTU 791; AWS 79.

Runways: 322 ft. above sea level.  
No. 3-21 - 8,000/200 ft. (L/W).  
No. 14-32 - 4,850/200 ft. (L/W).  
No. 18-36 - 5,000/200 ft. (L/W).

Units & Squadrons on Board: VA 831, 832; VP 831, 832, 833, 834, 837, 389; VR 831, 832, 833, 834; HS 831, 832; NAIRU 831, 832; WEPTU 831, 832, 833, 834, 836; NARMU 831, 835; AWS 83 (L).

Runways: 16 ft. above sea level.  
No. 1-19 - 7,000/300 ft. (L/W).  
No. 6-24 - 5,800/300 ft. (L/W).  
No. 12-30 - 5,500/200 ft. (L/W).

Tenants & Joint Users (see key): ABCDE.

## NAS New Orleans

8th Naval District; 4,900.53 acres.

Types of Aircraft (see key): 1, 2, 3, 5, 6, 7, 9, 10, 11.

Units & Squadrons on Board: VA 821, 822; VP 821, 822; VR 821, 822; HS 821, 822; NAIRU 821; WEPTU 821; AWS 82 (S).

Runways: 3 ft. above sea level.  
No. 4-22 - 8,000/200 ft. (L/W).  
No. 13-31 - 6,000/200 ft. (L/W).

Tenants & Joint Users (see key): ABCF.

## NAS New York

5th Naval District; 1,301.91 acres.

Types of Aircraft (see key): 1, 6, 7, 9, 10, 11, 12, 14, 16, 21.

## NARTU Norfolk

5th Naval District; 14.02 acres.

Types of Aircraft (see key): 1, 6, 9, 10, 11, 14, 16.

Units & Squadrons on Board: VA 861; VR 861, 862; VS 861, 862, 863; HS 861; NAIRU 861; WEPTU 861; NARMU 861; AWS 86 (S).

Runways: 15 ft. above sea level.  
No. 10-28 - 7,350/200 ft. (L/W).  
No. 5-23 - 3,900/250 ft. (L/W).  
No. 1-19 - 4,300/250 ft. (L/W).

### KEY TO TENANTS & JOINT USERS Reserve Naval Air Stations

A. MARTD	K. Surface Reserve
B. Air National Guard	L. Civil Air Patrol
C. U. S. Coast Guard	M. Navy Astronautics - Group B
D. U. S. Army	N. COMART
E. New York City Police	O. CNARESTRA
F. U. S. Air Force	P. National Weather Records
G. 13th ND Headquarters	Q. U. S. Post Office
H. Fish & Wildlife	R. Public Health Service
I. Washington University	S. Reg. Rep Naval Tr Devices
J. Av. Service - FAA - Air Space - CAA	T. NARETU

NOTE: In that they are tenants themselves, NARTU's are not concerned with above.



## NAS Olathe

9th Naval District; 2,004.04 acres.

Types of Aircraft (see key): 1, 2, 3, 7, 9, 10, 11, 12.

Units & Squadrons on Board: VA 881, 882; VP 881, 882, 883; VR 881, 883; NAIRU 881; WEPTU 881; NARMU 881; AWS 88 (L).

Runways: 1,086 ft. above sea level.  
No. 4-22 - 8,500/200 ft. (L/W).  
No. 17-35 - 7,338/200 ft. (L/W).

Tenants & Joint Users (see key): ADF.

## NAS Seattle

13th Naval District; 519.00 acres.

Types of Aircraft (see key): 6, 7, 9, 11, 14, 15.

Units & Squadrons on Board: VP 891, 892, 893; VR 893, 894; VS 891, 892, 893; HS 892; NAIRU 891; WEPTU 891, 892; NARMU 891, 897; AWS 89.

Runways: 37 ft. above sea level.  
No. 14-32 - 5,000/400 ft. (L/W).  
No. 19 - 3,110/200 ft. (L/W).

Tenants & Joint Users (see key): ADFG-HILQR.

## NAS South Weymouth

1st Naval District; 1,514.14 acres.

Types of Aircraft (see key): 1, 6, 7, 9, 10, 11, 12, 14, 16.

Units & Squadrons on Board: VA 911, 912; RP 911, 912, 913, 915; VR 911, 912,

913; VS 912, 914; HS 911, 912; NAIRU 911; WEPTU 911, 912; NARMU 911; AWS 91 (L).

Runways: 161 ft. above sea level.  
No. 17-35 - 7,000/200 ft. (L/W).  
No. 8-26 - 6,000/150 ft. (L/W).

Tenants & Joint Users (see key): A.

## NAS Twin Cities

9th Naval District; 113.84 acres.

Types of Aircraft (see key): 1, 6, 9, 10, 11, 15, 16.

Units & Squadrons on Board: VA 811, 813; VP 811, 812, 813, 814, 815, 816; VR 811, 812, 813; HS 811, 812, 813; NAIRU 811; WEPTU 811; NARMU 812; AWS 81 (L).

Runways: 840 ft. above sea level.  
No. 4-22 - 8,250/150 ft. (L/W).  
No. 11L-29R - 3,750/200 ft. (L/W).  
No. 11R-29L - 10,000/200 ft. (L/W).

Tenants & Joint Users (see key): ADJKM.

## NAS Willow Grove

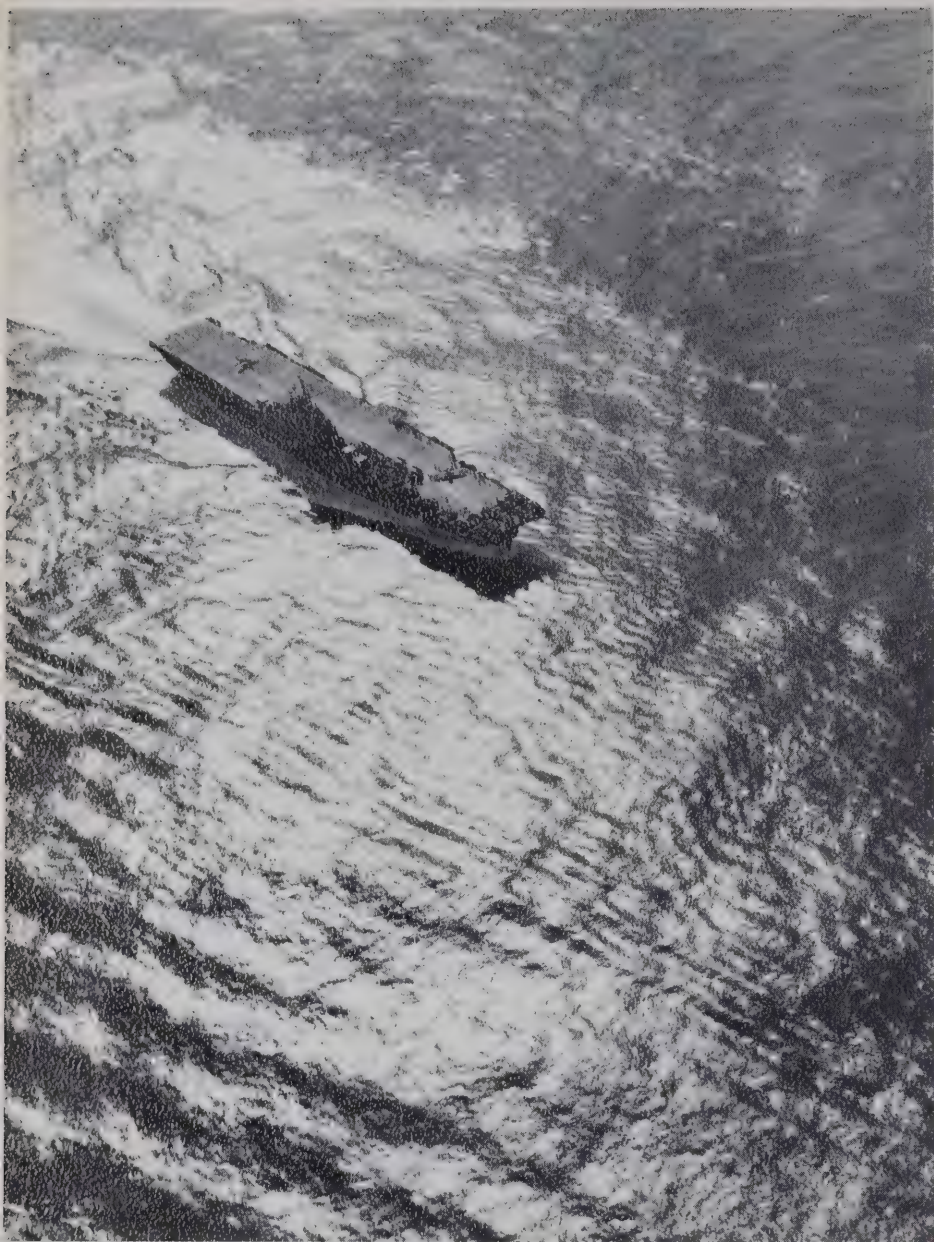
4th Naval District; 843.05 acres.

Types of Aircraft (see key): 2, 4, 6, 7, 9, 10, 12, 14.

Units & Squadrons on Board: VF 931, 932; VP 933, 934, 935, 936, 937; VR 931, 932, 933, 934; VS 934; HS 931, 932, 833; NAIRU 931; WEPTU 931, 932, 933; NARMU 931, 935; AWS 93 (L).

Runways: 338 ft. above sea level.  
No. 15-33 - 8,000/200 ft. (L/W).  
No. 6-24 - 4,000/200 ft. (L/W).

Tenants & Joint Users (see key): AFT. ■

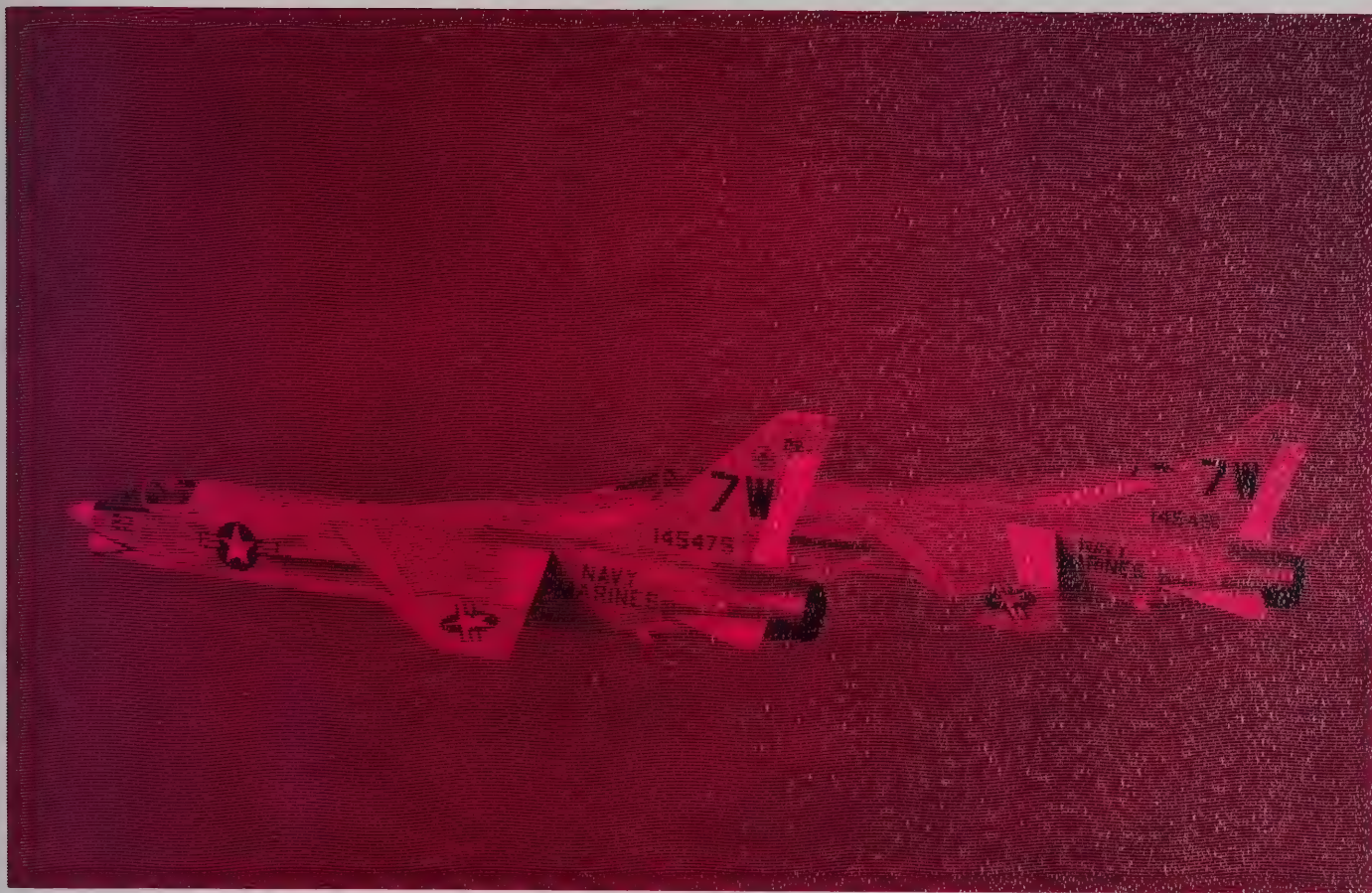


Golden Anniversary 1916-1966

# *Peacekeepers in the Nuclear Age*







The American frontier -- irrevocably altered by the total involvement of every vital element of the Nation in World War II -- can never return to the shores and boundaries of the United States.

Science and international political changes now require more effective peacemakers than the six-shooter of the early American frontier marshal.

Despite their great motivation during the conflict, the people of the United States greeted the end of World War II with an enthusiasm born of years of casualties and personal deprivation in the name of liberty.

Over and above this disruption of civilian life, an important lesson was learned. Reserve forces must be maintained at a high degree of readiness to prevent another all-out war from developing. Their recent experience convinced them such a war must be avoided at any cost.

This was the beginning of an age where military force was to be utilized as a deterrent rather than a final weapon wherever possible.







NAS Oakland F4U "Corsair" and F6F "Hellcat" over San Francisco Bay.

SB2-C "Helldivers," NAS  
Grosse Ile.





What was necessary, according to our foremost military strategists, was a ready and able, quick-response force, capable of being deployed anywhere, on short notice. Such a description perfectly fitted the Naval Air Reserve.





Although they had no further commitment, many World War II pilots joined the Naval Air Reserve and affiliated with one of the units at a Naval Air Activity near their homes.

SEATTLE  
SPOKANE  
MINNEAPOLIS  
NIAGARA FALLS  
SQUANTUM  
GROSSE ILE  
NEW YORK  
LAKEHURST  
GLENVIEW  
AKRON  
WILLOW GROVE  
COLUMBUS  
ANACOSTIA  
NORFOLK  
ST LOUIS  
LINCOLN  
OLATHE  
MEMPHIS  
ATLANTA  
BIRMINGHAM  
JACKSONVILLE  
MIAMI  
NEW ORLEANS  
DALLAS  
LOS ALAMITOS  
SANTA ANA  
OAKLAND

28 STATIONS



Fog clears and a light-lined runway appears ahead. Approach to Tempelhof runway is down between two rows of jagged buildings -- with a graveyard in the center.

The first post-war test of the Naval Air Reserve was to come in 1948 when the Berlin Airlift was undertaken under the direction of the United States Air Force.

In an effort to overcome the Communist blockade of Berlin, the Air Force, Navy, and the British, in 1948 and 1949, flew two and one-quarter million tons of supplies into the city.

Although there was no recall of Reserve forces, Naval Air Reserve transport pilots and aircrews volunteered to return to active duty. The cause was humanity and some 2,000 Naval Air Reservists responded.





## BERLIN AIRLIFT

The Navy carries on in the Berlin Airlift. R5D's from Rhein/Maine and Weisbaden arrive at Tempelhof in a steady stream. Speedy unloading crews often made possible a 15 or 20-minute turnaround.

Off-loading much-needed supplies.

Crew members returning from Tempelhof.







"Skyraiders" on way to targets in Korea.

When the North Korean Army crossed the 38th Parallel, designated the dividing line between North and South Korea, President Harry S. Truman ordered General Douglas MacArthur to assist the Republic of Korea in fending off the invading forces. MacArthur was named United Nations Commander-in-Chief as the Security Council ordered resistance to the invasion.

This police action proved the value of having a pool of trained and ready reservists on call. For the first time since its inception, the Naval Air Reserve was not handicapped by shortages of money, men, or machines. More than 30,000 reservists were called to join the U.S. Navy's Seventh Fleet and the story of one organization is representative of all.

## KOREAN CONFLICT



The Naval Air Station, Dallas, Texas is the scene of the story.

It is 20 July 1950, in the early evening. The end of a hot mid-summer day is in sight when the evening calm is shattered by an urgent message.

The words "immediate recall" were transmitted to civilian Naval Reservists in all walks of life; insurance salesmen, plumbers, pilots; all members of Naval Air Reserve Squadron 702.

Eighty enlisted men, 20 pilots, and four ground officers reported as Squadron 702 was mobilized, ready for further assignment, by sunset of the following day.



Higher authority permitted the unit several more days to prepare for the change to continuous active duty. All the details attendant to recall had to be accomplished --shots, physicals, allotments, pay records, insurance, records checks, as well as packing gear, equipment, and the issuance of clothing.

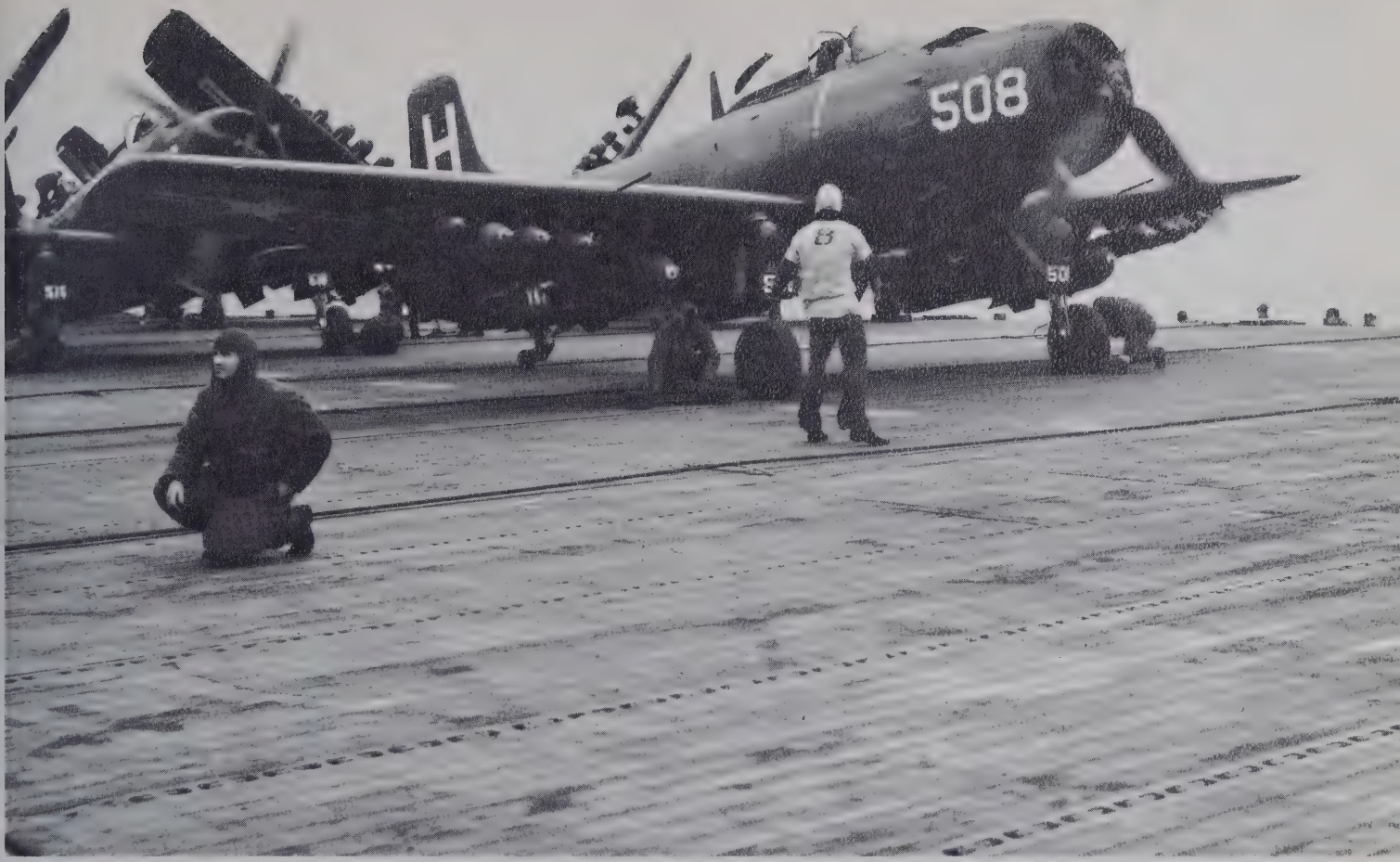
On the civilian side, businesses were put in mothballs, turned over to associates, or disposed of. Civilian employees had to be notified. Careers were interrupted, for how long no one could know. Some men experienced severe financial hardships while all were affected by some form of personal hardship or sacrifice.

Within a week, the unit was squared away and ready to move. Navy air transports, manned by other reservists, loaded the entire complement and headed west. Their destination was North Island, the Naval Air Station at San Diego, Calif. This was to be the squadron's new home for several months while its members underwent specialized intensive training for the job that lay ahead.

VA 702's arrival was timed with that of other reserve outfits from all around the country. Within a matter of hours, newly activated squadrons, sufficient to form more than two large carrier air groups, had arrived via reserve-manned aircraft.







The reserves were welcomed by ComAirPac with these words: "There's lots of work ahead of us. I want you to get yourselves settled and to relax. When the time comes for you to go forward, we want you to be as polished and as ready as we know how to make you...I know you are all here at great personal sacrifice and I admire you all the more for it. Welcome to the team."

The aircraft of the period filled the skies as training began rapidly and smoothly. "Corsairs," "Panthers," and AD "Skyraiders" were the aircraft to be flown by the various reserve squadrons once they had completed their intensive training. The pilots of 702 were assigned to the AD. The "Skyraider" was the standard fleet attack bomber, having replaced the old TBM "Avengers."



All technicians attended service schools to be briefed on the new aircraft equipment. Maintenance personnel worked around the clock to get the new aircraft ready for service. Pilots attended classroom training, went through altitude indoctrination, and spent many hours in simulated flight train-

ers. Navigation and electronics were stressed along with new tactics.

As new aircraft came into the inventory, classroom studies gave way to actual flying. Many old skills had to be relearned and the pilots of 702 were equal to the task.



Squadrons from Olathe, Kans; Glenview, Ill; and Memphis, Tenn., joined Squadron 702 aboard USS Boxer to form the first all-reserve air group in Korea. When the Boxer joined Task Force 77 in the spring of 1951,

it permitted another carrier to come off the line for a much-needed and well-deserved rest. The "Week-end Warrior" concept had proved its worth handsomely.



In the days following a shattering earthquake in Agadir, Morocco, the people of the United States opened their hearts and pocketbooks to help survivors of the disaster. The Naval Air Reserve was on the job too, transporting tons of urgently-needed food, clothing, and medical supplies to the homeless and injured.

The airlift, called "Angels for Agadir," was a result of an appeal for needed supplies from Admiral Harold P. Smith, Commander-in-Chief, U.S. Naval Forces, Europe. On 10 March 1960, RADM Allen Smith, Jr., Chief of Naval Air Reserve Training, gave the operation its name, and volunteered the use of reserve planes and personnel to deliver contributions during training missions.

The response was overwhelming. Schools, churches, storekeepers, organizations, and individuals contributed food and clothing. Aircraft from every Naval Air Reserve activity participated in the mission. Some transport squadrons flew the vital commodities in Morocco, while other barnstormed, gathering donations and delivering their precious cargo to central shipping sites. NAS Oakland based VR-871 brought relief goods to Africa in conjunction with a training cruise at Port Lyautey.

Nothing could remove the horror of such a tragedy from those directly affected, but the Naval Air Reserve made things a little easier for those who survived.







Selected Reservists on two weeks ACDUTRA with VR-871 in Morocco, Africa, were allowed to enter the demolished city of Agadir after the 1960 earthquake. But first they had to undergo an extensive fumigation process. One reservist holds his nose as he is sprayed with the strong solution while another, in background, awaits his turn.

## ANGELS FOR AGADIR





## THE WALL

With the building of the Berlin Wall in 1961, America was presented with yet another crisis. Here, in the boldest terms yet, Communism was challenging the Free World, and our response to this threat could well determine the course of future relations.

The Communist challenge was met directly, as the United States bolstered its forces by calling up reserve com-

ponents of the Armed Forces. Thirty-six hundred Naval Air Reservists in 18 squadrons were recalled. Some were veterans of World War II and a number had seen action in Korea. Others were facing the grim prospect of war for the first time.

As in Korea, many sacrifices were necessary and the reservists made them, knowing their country must come first.

The aircraft and personnel activated for the Berlin Crisis served as the added muscle which allowed America to lift its arm in a return to gunboat diplomacy. The Communist world was given a practical lesson in the immense military power available to back up American commitments whenever necessary.

This show of force by the American military establishment has been credited with preventing another war by proving that we meant business. The Honorable Carl Vinson, Chairman of the House Armed Services Committee said: "These reserves were ordered to active duty to prevent a war - not to fight a war. They were called to meet the crisis and it is to their everlasting credit that they met that crisis head-on. Let us recognize that they performed an invaluable service to the Nation."

In addition, we learned some valuable lessons ourselves after the call-up. Much of the equipment in the anti-submarine warfare planes was obsolete, personnel shortages existed in some critical rates, and the composition of reserve air squadrons was not identical to that of fleet squadrons.



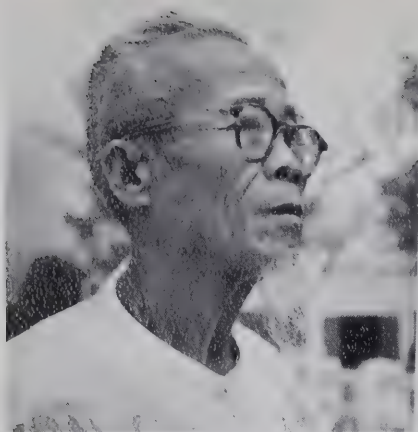


Following the crisis, efforts were made to rectify the problems which had been revealed. ASW aircraft in the reserve program were equipped with the latest electronic detection gear. An active program to recruit and retain men in critical rates was undertaken with gratifying results. Lastly, a reorganization of the squadron structure

made Naval Air Reserve squadrons comparable to their counterparts in the fleet.

Thus the Berlin Crisis allowed the United States to state its position in concrete terms and evaluate its reserves at the same time.





## SOUTHEAST ASIA AIRLIFT



Barber's Point, Hawaii.

As the U. S. military forces in Southeast Asia were building up, the logistic support facilities in the Pacific were faced with a huge task. High-priority military air cargo piled up in California awaiting shipment across the Pacific while eastbound military passenger waiting lists in the Philippines, Japan, and Hawaii grew longer and longer.

The Commander-in-Chief, U. S. Pacific Fleet, asked the Naval Air Reserve Training Command to help solve the problem by using reserve training transport planes and crews.

This request initiated the present Southeast Asia Airlift program. The task has placed heavy demands upon the Naval Air Reserve transport capacity, and the commitment has grown considerably in the past year. It meant a cutback in some other airlift assignments, but the results have been gratifying.

Both C-54 and C-118 transport aircraft are used by the Naval Air Reserve on these

missions. Because their ranges and payloads differ, the airlifts are divided into two categories; the C-54's fly to Hawaii and back, while the C-118's travel all the way across the Pacific.

The C-54's leave their stations and proceed to the Naval Air Station, Alameda, Calif., where they load 5,000 pounds of cargo and depart for Barber's Point, Hawaii. The crew remains overnight to rest and then returns to the West Coast with a full load of passengers. From there, the planes and crews return to their home stations.

The C-118's load up to 15,000 pounds of cargo at Alameda; then proceed to Barber's Point, Hawaii; then to Wake Island; Guam; and to Cubi Point in the Philippines where their cargo is unloaded and passengers taken aboard. A typical flight then heads for Atsugi, Japan; Midway Island; and home to Alameda by way of Barber's Point. The final leg of their mission returns them to their home stations.





Many of these flights land at Saigon and Da Nang in South Viet Nam. The nine-day trip covers over 20,000 miles and 80 flight hours. Because of the great distances involved, augmented crews are assigned to each aircraft. These augmented crews consist of four officers and six enlisted crew members.

Since these flights began, the Naval Air Reserve has written an impressive record of participation. More than 1,000 Selected Air Reservists have volunteered to fly the missions, and many have flown several round trips.



As of 1 December 1966, almost 500 flights had been completed, involving more than 18,500 flight hours, over 53 million passenger miles, and more than 11 million cargo ton miles!

These figures give some idea of the vital service to the Southeast Asia effort provided by Naval Air Reserve pilots and air crew personnel. It is no surprise to see reservists making such a direct contribution in support of our regular forces; for this is the 'reason for being' of the Naval Air Reserve - augmenting the regular

military establishment when needed.

Whenever possible flights are scheduled to occur while transport squadrons are on their annual two weeks active duty for training periods, thus allowing more reservists to participate. Nevertheless, two-thirds of the C-118 flights and one-fifth of the C-54 flights have been flown by reservists during periods other than their annual active duty periods. This is possible because selected air reservists volunteer for temporary active duty long enough to make the flights.







Plans call for continuation of the airlift support program. Nineteen Reserve transport squadrons will perform their annual two-week active duty almost back-to-back at Barber's Point, Hawaii, 21 at Alameda, Calif., and six at Los Alamitos, Calif.

The Naval Air Reserve has provided six percent of the military airlift support to United States forces in Viet Nam. Coincident with this effort, Naval Air Reserve transport squadrons conduct normal weekend training and provide airlift service to other reservists to attend drills, since many of them live great distances from the nearest Naval Air Reserve activity.







With few exceptions, the major advancements in the Naval Air Reserve during the first 50 years have occurred during times of heightened international tension, or during actual conflict; the setbacks, during periods of national distraction from world affairs and preoccupation with matters at home.

As a result of visions of national involvement in World War I, the First Yale Unit was organized by Mr. F. Trubee Davison in the summer of 1916, and on 29 August, 1916, the Naval Appropriations Act authorized the establishment of a Naval Reserve Flying Corps of 150 officers and 350 enlisted men. The "Lean Years" of the twenties and thirties were the product of rapid post-war demobilization and national faith in the dream of the London Disarmament Conference. The slow return to a semblance of health of the Naval Air Reserve, in the thirties, was a result of the aftermath of the depression, which provided a hospitable environment for the rise of dictatorship in Europe, and the growth of Japanese desire for extra-territorial expansion.

The Cold War Years, 1945-1966, were frustrating to our national desire to reduce military spending. Reserve forces represented a means of maintaining adequate forces for national defense at very low cost. Ultimate weapon deterrence, though apparently stalemating general war, seemed to encourage "brush-fire wars." In these, the

## *The Decisive Years*

availability of combat ready, reserve forces proved to be worth "all the gold in Fort Knox."

The Naval Air Reserve had its ups and downs, but each taught a lesson. Many of these lessons had to do with funding. The Naval Air Reserve often had to carry on with inadequate financial support, even though this sometimes meant cutbacks in areas which its leaders felt should be strengthened rather than weakened.

Like a fire department, the Naval Air Reserve often was unappreciated until the frantic moment when its special capabilities were urgently needed. Then, and only then, was it crystal clear that all the training, time, and money spent was a good investment.

The Naval Air Reserve today is truly a force in readiness. Its officers and petty officers, for the most part, are men who gained military experience and acquired leadership in World War II, Korea, the Berlin Call-Up, and in Viet Nam. The 331 squadrons and units of the Naval Air Reserve can be used to add Naval Air Squadrons to the active fleet, or to augment existing squadrons, staffs, aviation ships, and aviation support activities of all types. Overnight, if the nation were to mobilize, the Naval Air Reserve would increase the size of the fleet aviation component by almost 25 per cent.

Readiness is the product of the Naval Air Reserve Training Command. This product can be delivered today - tomorrow - or whenever the nation calls. Readiness in the Naval Air Reserve is computed in three segments:



1. Personnel readiness, which is based on on-board count versus unit or squadron allowance. Since an empty seat cannot do any fighting, this is a very important consideration.

2. Maintenance readiness, which is based on demonstrated practical performance of the personnel in maintenance of the aircraft and associated equipment.

3. Combat readiness, which is based on completion of operational exercises and/or individual standards for qualification, both identical to those of the fleet.

Up-to-date measurement and analysis of squadron and unit readiness is monitored by an IBM computer system at the Headquarters of the Naval Air Reserve Training Command. Each Naval Air Station or Naval Air Reserve Training Unit in the Command operates a readiness management system based on a local planning Board for training.

The system allows a continuous measurement of training progress toward mobilization readiness, and provides rapid feedbacks of information to each activity concerning

relative standings of the various squadrons all over the United States. This feedback fosters a strong spirit of competition between squadrons and units, and has resulted in a measurable improvement in solid capabilities.

During 1966, the 50th anniversary year of the Naval Air Reserve, squadrons realistically demonstrated their capabilities in fleet exercises and other military operations. One test of the capabilities of low altitude air attack pilots and aircraft at England Air Force Base, for example, saw Naval Air Reserve pilots competing with active duty pilots of the Navy and the Air Force. The Naval Air Reserve A-4 "Skyhawk" pilots and maintenance personnel received high praise from the Commander Joint Task Force Two for their professional performance. They completed their sorties one day ahead of schedule, and maintained an outstanding maintenance and aircraft availability record throughout the test.

This same operational readiness and competence was demonstrated in the summer of



1966 when selected air reservists from squadrons at NAS, Los Alamitos and NARTU Alameda requalified in carrier landings aboard USS Lexington without a single accident or incident.

The 29,000 selected air reservists of the Naval Air Reserve make up the finest reserve force in the world today. Their operational readiness is at a record high, their aircraft accident rate is the lowest of any command in the United States Navy. These facts attest to the dedication and professionalism of the individual reservist. When it is considered that these personnel measure up to fleet standards of proficiency with only 38 days of training per year, compared to the 260 to 300 days of training available to a fleet squadron, their record is truly impressive.

The squadrons drill one week end per month and perform two weeks of active training duty per year. During their two-week active duty, they deploy to a fleet activity. There they operate with the fleet units to which they would be assigned if mobilized. Every



third year they are sent to specialized courses at fleet schools or at the Naval Air Reserve ASW Tactical Schools at NAS, Willow Grove, Pa., or at NAS, Los Alamitos, Calif.

These schools are operated and administered by the Naval Air Reserve Training Command using active duty reservists called TARS, which stands for Training and Administration of Reserves. All 18 activities of the Naval Air Reserve Training Command are largely maintained and operated by TARS. There are over 9,000 officer and enlisted TAR personnel of the Naval Air Reserve on continuous active duty.

Since there are four week-ends available each month, four squadrons at each activity utilize a single package of aircraft. Because mobilization plans call for squadron mobilization to be with personnel, aircraft, and support equipment, Naval Air Reserve squadrons are often smaller in size than fleet squadrons of the same type. When this is the case, two or more squadrons, depend-





ing upon the type, join together with one package of aircraft to report to the fleet as a full-size squadron ... a ready for use, fully equipped, "hardware squadron."

All Naval Air Reserve squadrons are not "hardware squadrons." Personnel of these other squadrons are programmed to augment existing fleet squadrons upon mobilization. For this reason, these squadrons are referred to as "augmenting squadrons." Their readiness requirements must be maintained at the same high level, as that required of the "hardware squadrons."

In some instances, notably in the fighter and attack squadrons, the Naval Air Reserve shares its aircraft with the Marine Air Reserve Training Command. In such cases, upon mobilization, some of the aircraft are programmed to go with the Marines and the balance are earmarked for the Navy.

Personnel in support units of the Naval Air Reserve, such as the Naval Air Intelligence Reserve Units, Weapons Training Units, Naval Air Reserve Divisions, Air Wing Staffs, can mobilize individually to pre-assigned billets throughout the Navy's aviation organization.

Aircraft of the Naval Air Reserve Training Command are equipped and ready to join the active forces with little notice, as well. The search for newer and more modern aircraft for reserve squadrons is continuous since proper fulfillment of the Naval Air Reserve mission depends upon the quality of its aircraft.

As the fleet progresses to newer types of aircraft and equipment, it becomes more difficult to provide adequately-trained personnel from the selected air reserve unless the Naval Air Reserve also keeps progressing.

The anti-submarine warfare squadrons of the Naval Air Reserve today fly the S2F and the S2D, "Trackers." Helicopter squadrons are now transitioning from the SH-34 to the newer, twin-turbine helicopter, the SH-3A. Patrol squadrons fly the P-2E "Neptune" attack squadrons, the A4B "Skyhawk;" fighter squadrons, the F8 "Cru-sader," transport squadrons, the C-118 and the C-54.





Even a casual inspection of the Naval Air Reserve today will reveal a lusty, well organized, and dedicated military organization ... an organization which is a vital segment in America's defense posture. The Naval Air Reserve won this place in the Navy sun through performance in two world wars and during the Nation's journey through the complex maze of international relations of the past 21 years.

The Berlin Airlift, Korea, the Berlin Wall Crisis, and the Cuban Blockade established the Naval Air Reserve's credentials and caused many refinements and improvements. As the United States became involved in Viet Nam, the Naval Air Reserve quickly contributed to the effort in many ways.

The recruiting efforts of the Naval Air Reserve directly support the active Navy. Almost 80 per cent of all flight officer candidates entering flight training at Pensacola, Fla., since World War II, have been recruited and processed by the Naval Air Reserve Training Command. Every college and university in the United States has

regular visits from Naval Air Reserve recruiters. Enlisted recruiting remains a very large responsibility of the Naval Air Reserve. Young men who enter the Naval Air Reserve receive an obligation to spend a portion of their reserve enlistment on active duty. They generally fall into the following categories:

1. The 2 x 6 enlistment. This program recruits for six years of Naval Reserve service, two years of which must be on active duty with the fleet.

2. The 85-day enlistee. This program is basically the 2 x 6 program, except that the enlistee does not report to active duty with the fleet in the first year, as he does in the straight 2 x 6 enlistment. He is assigned to a Naval Air Reserve unit and required to drill one week-end per month. During the first two years he spends summers on active duty to receive boot training and rate training leading to a petty officer rating. As a petty officer he can contribute much more to his fleet assignment.

3. The 4 x 10 Program. This is a very limited program which selects, on the basis of careful testing, men with special technical aptitudes as aircrew trainees. They receive an intensive technical training program of four to ten months at the Naval Air Reserve Training Unit, Memphis, Tenn. and return to their Naval Air Reserve squadron as drilling members for the balance of their enlistments.

But even more important to the health of the Naval Air Reserve are the continuing efforts to interest veterans of active Naval service to become "Week-end Warriors", should they leave active service. As young Naval Aviators, Naval Flight Officers, and Petty Officers leave active Fleet service, they are interviewed and counseled by representatives of the Naval Air Reserve Training Command. Employment assistance is offered them and the Naval Air Reserve keeps in touch. The effectiveness of the Naval Air Reserve as a professional Military force, its size, and its future potential value to the Nation - all these things are dependent upon the veterans of active service joining the Naval Air Reserve.

From Naval Air Reserve recruiting efforts, it can be seen that the active fleet



is the recipient of thousands of young aviation officer candidates and technically-qualified petty officers every year. This has been an important contribution to the U. S. Navy's Viet Nam effort.

There are many other such contributions. The Naval Air Reserve cargo airlift to Southeast Asia has been flown by well over 1,000 Naval Air Reservists; Naval Air Reserve TAR personnel are in Thailand training personnel of the Thai air force to operate and maintain SH34 helicopters; TARS are also in Formosa conducting flying and maintenance of the S2F to the Nationalist Chinese; many foreign students attend special training classes in anti-submarine warfare techniques at the Naval Air Reserve ASW Tactical Schools; a special A4B jet transition course for pilots and maintenance personnel from Argentina was conducted by TAR personnel at NAS, Olathe, Kans.

Many of these miscellaneous tasks would appear to have little direct relation to the mission of the Naval Air Reserve, but they show the value of a reserve organization which can relieve the regular forces of certain training responsibilities in time of heavy combat commitments. Additionally, in some of the aircraft types being flown by selected air reservists, the Naval Air Reserve Training Command has been designated by CNO as the model manager, carrying responsibility for developing standardized training procedures and personnel qualifications.

To summarize briefly, the Naval Air Reserve today is the most competent combat-ready reserve organization in history. Its personnel are true professionals. They not only maintain their military skills, but actively contribute both military and civilian skills to the benefit of the Naval Service. The first 50 years, with two great wars and numerous brush fires, taught the fleet and the Naval Air Reserve important lessons.

The squadrons and units of the Naval Air Reserve are only fleet forces in the temporary custody of the Naval Air Reserve Training Command. If these squadrons and units ever need to be used, the fleet will use them. Therefore, the fleet, and the



Naval Air Reserve Training Command, must assure that pilot, flight officer, or enlisted technician retains and refines the valuable military skills acquired during his active service.

It is a basic law of nature that nothing remains the same. The Naval Air Reserve is no exception. It can continue to improve, through internal changes, through greater support from the active Navy, and through increased civilian understanding. On the other hand, it can regress. It has before.

The cold war, the constant world struggle for ideological and political power -- these are the realities of our time. In the face of these realities, the Naval Air Reserve is a basic element in the national defense posture. The Naval Air Reservists, the professional military, and the American people -- all have an obligation to assure that it remains so. ■

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Except those few prints made available from private collections by members of the Naval Air Reserve, all photographs appearing in this book are Official United States Navy Photos.

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